Appendix CIS BA
Advanced Multi-Service Pilot Training at NAS Meridian, MS
using T-45C devices.

1.0 GENERAL.

1.1 Training Site. Appendix CIS BA specifies the requirements for the T-45C Combined Multi-Service Pilot Training System at NAS Meridian, MS. T-45C Weapon System training will be provided to U.S. military personnel, foreign military personnel, government personnel, and Instructor Pilots as required.

1.2 Training devices to be utilized for instruction are:

1.2.1 Device 2F137C - The 2F137C is a T-45C Instrument Flight Trainer (IFT). The system is equipped with an on-board instructor operator station. This device is designed to provide training in accordance with (IAW) appropriate curricula in-flight training instructions, to efficiently fly the T-45C aircraft, and incorporate a dynamic G-seat, an active anti-G suit, a restraining harness and a buffet-vibration motion cueing system.

1.2.2 Device 2F138C - The 2F138C device is a T-45C Operational Flight Trainer (OFT). The device is equipped with a wide-angle visual system and incorporates a dynamic G-seat, an active anti-G suit, a restraining harness, and a buffet-vibration motion cueing system. The 2F138C is capable of providing training throughout the design base aircraft flight envelope.

1.2.3 Device 2C80 - Cockpit Orientation Trainer (COT). The 2C80 trainee station is an authentic reproduction of the T-45 aircraft cockpit depicting the lines of the actual aircraft cockpit and includes a translucent windshield. Maintenance panels located in front and on both sides of the cockpit nose allows access to all switches and controls. The trainer instruments, indicators, controls, and cockpit lighting are actual or simulated aircraft equipment, but do not control or operate the trainer. The device provides basic orientation and training for procedures and instrument/switch locations.

1.2.4 Device Table:

Device Number	Device Type	# of Devices	Standard Mission Length	Brief/Debrief Times (hrs)	Instructor to student ratio
2F137C	IFT	2	1.5	0.5/0.5	1/1
2F138C	OFT	6	1.5	0.5/0.5	1/1
2C80	COT	1	N/A	N/A	N/A

Devices may be added and removed during the term of this task order.

* CI's will be required to use trainer embedded debrief systems.

1.2.5 Dynamic Hypoxia Trainer Environics Series 6202 Reduced Oxygen Breathing Device 9A17 (ROBD) - is a portable computerized gas-blending instrument used to produce hypoxia without changes in atmospheric pressure. The ROBD 2 is used to train aviators to recognize the signs and symptoms of hypoxia and to perform the appropriate emergency procedures. The device is installed in one of the OFTs. The device is operated by an aeromedical safety officer (AMSO)/Physiologist or flight surgeon with a CI at the IOS. A complete description is contained in TRAWING SOP.

1.3 Government Furnished Lecture Classrooms.

1.3.1 Typical Classroom Instructional Objectives. The objective of classroom training is to provide the student with sufficient instruction to enable performance of ground, flight and emergency procedures that are taught/conducted in the follow-on stages of simulator flight training.

Bldg #	Room #	Student Capacity	Equipment	Availability (M-F)
150	207E	14	Visuals/TIMS	0600-2300
150	210E	16	Visuals/TIMS	0600-2300
150	211E	14	Visuals/TIMS	0600-2300
150	213E	15	Visuals/TIMS	0600-2300
150	205W	18	Visuals/TIMS	0600-2300
150	206W	18	Visual/JMPS	0600-2300
150	207W	18	Visual/JMPS	0600-2300

1.4 Government Furnished LRC/CAI Rooms.

1.4.1 Learning Resource Centers (LRCs). LRC classrooms are used for Computer Aided Instruction (CAI) lessons, allowing Interactive Courseware (ICW) to be presented directly to the student(s) through TIMS equipment. Instructor supervision within the LRC includes provisions for answering student's technical questions concerning their assigned lessons and proctoring computer generated examinations. To qualify in this area a CI must observe two sessions conducted by a qualified Instructor and perform two actual teaching sessions observed and critiqued by a qualified Instructor.

Bldg #	Room #	Student Stations	Equipment & Capability	Normal Availability Hours (M-F)
150	202E	20	TIMS	0600-2300 (CI manning during scheduled events only)
150	107W	16	TIMS	0600-2300 (CI manning during scheduled events only)

1.4.2 Typical ICW/CAI Classroom Instruction. Instruction in the ICW/CAI Classroom will very closely resemble monitoring a learning center. The contractor shall provide a dedicated lead instructor and sufficient additional instructors as required to monitor students in an individual instruction scenario during normal operating hours as specified above. The instructors are not required to provide subject related explanations unless requested by the student/Instructor Under Training (IUT). Instructor(s) shall use the Training Integrated Management System (TIMS) to ensure that students are properly entered in the system and that all lessons are recorded properly, including the actual duration.

1.5 Curriculum. The following CNATRA Master Curriculum Guides (MCG) are required for T-45 training at NAS Meridian, MS:

a. 1542.150 series T-45C Jet Transition Strike Flight Instructor Training

b. 1542.160 series T-45 Combined Strike Flight Instructor Training Curriculum

c. 1542.167 series T-45 Combined Multi-Service Pilot Training System

d. 1542.169 series T-45 NATOPS Instructor Under Training (IUT) curriculum

e. 1552.176 series T-45 E-2/C-2 Advanced Flight Training Curriculum

*Normally there are only one or two pilots a year going through Jet Transition syllabus.

1.6 CIS Schedule / Primary Responsibility Parameters. Stepladder in force will be assigned by contracted Price Breakout Worksheet.

Hourly Stepladder per Week*	Device Availability	Window of CI Operations **
960	0600-2230 M-F (16.5 hrs)	0530-2300 M-F (17.5 hrs)
880	0600-2230 M-F (16.5 hrs)	0530-2300 M-F (17.5 hrs)
800	0600-2230 M-F (16.5 hrs)	0530-2300 M-F (17.5 hrs)
750	0600-2230 M-F (16.5 hrs)	0530-2300 M-F (17.5 hrs)
720	0600-2230 M-F (16.5 hrs)	0530-2300 M-F (17.5 hrs)

*** Hours of instruction per day will be an even distribution of weekly hours above to a five-day work week, with up to 15% variation required. For example, if 500 are the instructional hours per week contracted for, the average hours per day would be 100. Given the maximum amount of variation allowed, the contractor may be required to instruct up to 115 hours on a given day (with anything over 115 being Additional Instruction (AI) hours). Also, a total of 500 hours cannot be exceeded for the week without use of AI hours. In the event additional instruction hours are needed in excess of the exercised stepladder, the Government will utilize AI hours.**

1.7 Government provided contractor administrative spaces.

BLDG 150		
Break Room/Lounge	(1)	Room 115
Office spaces	(3)	Rooms 103, 104, 141 & 149

2.0 INSTRUCTOR QUALIFICATIONS AND CERTIFICATIONS.

2.1 Qualifications. T-45C Contractor Instructor (CI) Qualifications:

a. Be a former or reserve military aviator of a tactical or strike pipeline jet aircraft.
b. Possess a minimum of 1,000 flight hours, of which 500 hours must be in a tactical jet or strike pipeline jet aircraft.
c. Simulator instructors for the Field Carrier Landing Practice (FCLP) and Carrier Qualifications (CQ) stages of the curriculum must be former carrier pilots with a minimum of 50 carrier landings (May be Waived with government approval).
d. Must possess a bachelor's degree.
e. Preferably, a CI could be, or has been a T-45C Naval Air Training and Operating Procedures Standardization (NATOPS) qualified pilot or has been a T-45C simulator instructor within the preceding five (5) years. It is desired that a CIP has at least one deployed fleet tour and T-45C flight experience to provide a reasonable amount of creditability for the CIP.
f. The contractor may request waivers from the Government regarding any of the above qualifications for an individual on a case by case basis. The ACO through coordination with the GTO will decide whether to approve or disapprove such a request.

2.2 Certifications. A CI must successfully complete the T-45C NATOPS open book, closed book, and emergency procedures boldface examinations. A CI must have a solid understanding of the T-45C mission and crew procedures. A strong working knowledge of tactical formation flying, aircraft weapons employment, aircraft carrier operations, and air Combat Maneuvering is also desired.

3.0 INSTRUCTOR TRAINING.

3.1 Initial Training. The Government will provide training as necessary and applicable. Training may be provided in the following areas:

a. Standard Operating Procedures (SOPs);
b. Course Rules;
c. NATOPS;
d. Aircraft Systems;
e. Weapons Employment;
f. Syllabus Standardization;
g. Grading Criteria;
h. Basic Simulator Operating Procedures;
i. Flight Instructor Training Course (FITC);
j. TIMS Indoc for Instructors

3.2 Annual Training Requirements/Standardization Checks. The Contractor is responsible for maintaining currency of qualifications in accordance with (IAW) paragraph 4.6 of Addendum B (PWS).

4.0 REQUIREMENTS.

4.1 Instruct all simulator events listed in the Master Curriculum Guides. The contractor shall be responsible for conducting all simulator events stated in each Master Curriculum Guide (MCG) listed in paragraph 1.5.

4.2 Instruct classroom events as defined by the Master Curriculum Guides. Per the Master Curriculum Guides listed in para 1.5 above, the Contractor shall be responsible for conducting the classroom events listed in the following tables.

Events T-45 MCGs/students	Average students per class	Duration of each class	Frequency
Engineering	8	33.2	Bi-weekly
Emergency Procedures	8	14.5	Bi-weekly
Basic Instrument Flight Procedures	8	10.5	Bi-weekly
Radio Instrument Flight Procedures	8	8.5	Bi-weekly
Crew Resource Management	8	3.0	Bi-weekly
Operational Risk Management	8	1.0	Bi-weekly
Course Rules	8	3.0	Bi-weekly
NACES Flight Physiology	8	3.0	Bi-weekly
Section, Division, &Night Formation Flight Procedures	8	11.5	Bi-weekly
Familiarization & Night Familiarization Flight Procedures	8	12.0	Bi-weekly
Out-of-Control Flight Procedures	8	2.0	Bi-weekly
Cockpit Orientation	8	7.3	Bi-weekly
Instrument Navigation	8	10.1	Bi-weekly
Weapons Flight Procedures	8	4.7	Bi-weekly
Operational Navigation Flight Procedures	8	3.7	Bi-weekly
Operational Navigation Ground School	8	20.5	Bi-weekly
Instrument Rating Flight Procedures	8	4.0	Bi-weekly
Meteorology	8	4.0	Bi-weekly
Aerodynamics	8	6.0	Bi-weekly

Events T-45 MCG/IUTs	Average students per class	Duration of each class	Frequency
Engineering*	2	33.2	Bi-weekly
Emergency Procedures MFP*	2	14.7	Bi-weekly
Basic Instrument Flight Procedures	2	7.6	Bi-weekly
Radio Instrument Flight Procedures	2	5.5	Bi-weekly
Crew Resource Management*	2	3.0	Bi-weekly
Operational Risk Management*	2	1.0	Bi-weekly
Course Rules	2	3.0	Bi-weekly
NACES Flight Physiology*	2	2.0	Bi-weekly
Out-of-Control Flight Procedures	2	2.0	Bi-weekly
Familiarization & Night Familiarization Flight Procedures	2	4.5/0.5	Bi-weekly
Airways Navigation	2	3.5	Bi-weekly
Formation/Night Formation	2	8.0/2.0	Bi-weekly
Instrument Rating Flight Procedures	2	4.0	Bi-weekly
Cockpit Orientation	2	6.8	Bi-weekly
Weapons Flight Procedures	2	4.7	

*Classes are run concurrently with the SNA classes.

The academic classroom events are normally given twice a month, but occasionally may be held once or as many as three times a month, depending on the number of student classes scheduled to be loaded for any particular month.

For initial Ground School training, IUT classes run concurrently with student classes for the first two weeks and then are separated for accelerated learning. After the second week of Ground School, the contractor is only required to provide support for one SNA and one IUT class running concurrently. The flight support classroom events average twice a month but may be compressed just prior to detachments and given three or four times that month and zero times in other months provided it is identified in the Weekly Planning Estimate.

Contract Instructors are authorized to teach the ONAV Course and will be available as required after software updates are conducted to verify computer program configurations are operational and the hours will be annotated as Additional Duty hours on the day prior to commencing ONAV ground school. Also, Contract instructors may be assigned to instruct additional courses as identified by the Wing GTO, approved by CNATRA N7 and accepted by the contractor.

4.3 Provide Instructor(s) for the LRC, as required, during the scheduled events only during normal operating hours listed in paragraph 1.4.1. It is the contractor's responsibility to be available to answer questions and to assist the students should they have problems with the content of the ICW, the functionality of the lessons, or the student management system. All curriculums are supported in the same LRC. Students are allowed to come and go freely from the LRC and to complete their assigned ICW courseware at their own pace.

4.4 Student Training Material.

a. All Lecture guides	Book Issue or on-line
b. NATOPS/PCL	Squadrons or on-line
c. TW-1 In Flight guides	Wing OPS or on-line
d. TW-1 SOP	Book Issue or on-line
e. All Flight Training Instructions (FTIs)	Book Issue or on-line
f. Student Lesson Guides	

Note: The CI is responsible for ensuring that the content of instruction he provides is appropriate to all current and implemented instructional materials and CNATRA Instructions/Notices. All instructional material is distributed from the wing via the training department. The Wing STAN division normally will be tasked with making sure the contractor has received the latest training materials prior to their implementation to include appropriate courseware material, exams and MCGs.

4.5 CIS Platform Specific Primary Responsibilities. Refer to Addendum B, paragraph 4.3.1.

4.6 CIS Platform Specific Additional Support Responsibilities. All of Addendum B paragraph 4.3.2 applies. Additional Support Responsibilities that are automatically authorized in section 4.6.1 (below), the TW-1 GTO will provide the contractor a list of approved Additional Support Responsibilities as required, and the time authorized for each for the upcoming workweek and the last work day preceding the following workweek. The weekly A004 will reflect time spent on approved ASRs.

4.6.1 The following Additional Support Responsibilities are automatically authorized by this instruction:

a. Conduct CI Standardization checks in the absence of available government representative IAW CNATRAINST 3710.13 series: Initial, Annual, and 90 day re-qualification standardization checks.

4.6.2 The following TW-1 Additional Support Responsibilities which may be assigned by the GTO include, but are not limited to the following:

a. Make TIMS inputs to SNA grade sheets outside of regularly scheduled event.
b. Record simulator companion and demonstration events.
c. Provide support for COMS contractor for simulator related issues.
d. Provide training/SME efforts for Multi-Service Pilot Training System (MPTS).
e. Assist TIMS personnel involving ONAV class computer hardware and software oversight.
f. Provide support for ONAV classroom preparation.

4.7 CIS Platform Specific Collateral Responsibilities. Refer to Addendum B, paragraph 4.3.3.

4.8 CIS Scheduling - Technical/Training Data. Ground School lectures are scheduled by the Wing Ground Training Officer and sent to the contractor's scheduling desk. Simulators and post Ground School lectures are scheduled by the squadron Schedules Officer and sent to the contractor's scheduling desk. Class dates are tentatively determined six months in advance, however minor changes may occur. Ground School calendars are sent out four to five (4-5)

days before the beginning of a new class. The duration of Ground School is normally three (3) weeks. Simulators are scheduled the day prior to the event.

4.8.1 Weekly Planning Estimate. The Wing Scheduling Authority shall provide the Contractor an estimated weekly scheduling plan for the following week by 1200 on the last work day preceding the next work week. The requested weekly schedule should not change numerically by more than plus or minus 12 events from the weekly estimate; the daily schedule should not change numerically by more than plus or minus 4 events from any given day in the weekly estimate. Due to schedule fluctuations, the weekly schedule may be updated by 1200 on Monday for Wednesday, Thursday and Friday of that week in order to maintain the plus or minus 4 event variance. In addition, the approximate number of Carrier Qualification and Weapons/Strike events, to include their classroom lectures, should be identified when the daily request is submitted on Wednesday for Friday of that week, if any of those type events are required.

4.8.2 Daily Scheduling Process. The Wing Scheduling Authority forwards Squadron and Wing simulator and lecture requirements to the GTO. The GTO will review the daily request to ensure it is within plus or minus 4 events of the Weekly Planning Estimate and forward requirements to the contractor. The contractor then writes a scheduling template based on submitted requirements by balancing available contractor resources with available contractor resources with Flight Instructor Standardization and Training (FIST) program qualifications. The contractor then inputs the simulator template into TIMS NLT 1200 after confirming and validating the daily request. The schedule is approved by 1500 the day prior to execution. The scheduling authority may make changes to the schedule prior to 2000 by replacing a student in a simulator event as long as the Contract Instructor is qualified to instruct the new student event in accordance with the published FIST. Additional line items or other type changes may be made only at the discretion of the contractor. Any cancellations by the Wing or Squadron will be noted as "operations cancel" in TIMS. These changes may include but not limited to maintenance of simulators or aircraft, availability of students, and weather.

4.9 Multi-Service Pilot Training System (MPTS). MPTS has been implemented at TW-1. MPTS responsibilities and qualifications procedures will be reviewed by TW-1 STAN Officer, Stage Managers and TW-1 GTO to ensure all required procedures are in place.

5.0 CIS Scheduling Authority. The squadron's designated officer(s) who is appointed by the squadron's Commanding Officer has the authority to develop and approve the schedule (ground/simulator/flights).

Appendix CIS BB
Advanced Multi-Service Pilot Training at NAS Kingsville, TX
using T-45C devices.

1.0 GENERAL.

1.1 Training Site. Appendix CIS BB specifies the requirements for the T-45C Combined Multi-Service Pilot Training System at NAS Kingsville, TX. T-45C Weapon System training will be provided to U.S. military personnel, foreign military personnel, Government personnel and Instructor Pilots as required.

1.2 Training devices to be utilized for instruction are:

1.2.1 Device 2F138E - The 2F138E device is a digital T-45C Operational Flight Trainer (OFT) replacing the analog 2F138A OFT Trainers. The device is equipped with a wide-angle visual system and incorporates a dynamic G-seat, an active anti-G suit, a restraining harness, and a buffet-vibration motion cueing system. It is capable of providing training throughout the design base aircraft flight envelope.

1.2.2 Device 2F138D - Earlier model of the 2F138E (above). Not currently being used.

1.2.3 Device 2C80 - Cockpit Orientation Trainer (COT). The 2C80 trainee station is an authentic reproduction of the T-45 aircraft cockpit depicting the lines of the actual aircraft cockpit and includes a translucent windshield. Maintenance panels located in front and on both sides of the cockpit nose allows access to all switches and controls. The trainer instruments, indicators, controls, and cockpit lighting are actual or simulated aircraft equipment, but do not control or operate the trainer. The device provides basic orientation and training for procedures and instrument/switch locations.

1.2.4 Device Table:

Device Number	Device Type	# of Devices	Standard Mission Length	Brief/Debrief Times (hrs)	Instructor to student ratio
2F138D	OFT	2	1.5	0.5/0.5	1/1
2F138E	OFT	6	1.5	0.5/0.5	1/1
2C80	COT	1	N/A	N/A	N/A

Note: Devices 2F138D, 2F138E, and 2C80 are located in building 3788.

1.2.5 Dynamic Hypoxia Trainer Environics Series 6202 Reduced Oxygen Breathing Device 9A17 (ROBD) - is a portable computerized gas-blending instrument used to produce hypoxia without changes in atmospheric pressure. The ROBD 2 is used to train aviators to recognize the signs and symptoms of hypoxia and to perform the appropriate emergency procedures. The device is installed in one of the OFTs. The device is operated by an aeromedical safety officer (AMSO)/Physiologist or flight surgeon with a CI at the IOS. A complete description is contained in TRAWING SOP.

1.3 Government Furnished Lecture Classrooms.

1.3.1 Typical Classroom Instructional Objectives. The objective of the classroom training is to provide the student with sufficient training to enable performance of ground, flight and emergency procedures that are taught/conducted in the follow-on stages of simulator flight training. Classrooms available:

Bldg #	Room #	Student Capacity	Equipment	Normal (M-F) Availability Hours
2767	111	8	Visuals/TIMS	0600-1800
2767	112	10	Visuals/TIMS	0600-1800
2767	131	20	Visuals/TIMS	0600-1800
2767	143	12	Visual/JMPS	0600-1800
2767	144	20	Visuals/TIMS	0600-1800
2767	141	20	Visuals/TIMS	0600-1800
2767	139	20	Visuals/TIMS	0600-1800
2767	153	8	JMPS	0600-1800

1.4. Government Furnished LRC/CAI Rooms.

1.4.1 Learning Resource Centers (LRC). LRC classrooms are used for Computer Aided Instruction (CAI) lessons, allowing Interactive Courseware (ICW) to be presented directly to the student(s) utilizing TIMS. Instructor supervision within the LRC includes provision of answers to student's technical questions concerning their assigned lessons and proctoring computer-generated examinations. To qualify in this area, a CI must observe two sessions conducted by a qualified instructor and perform two actual teaching sessions observed and critiqued by a qualified instructor.

Bldg #	Room #	Student Stations	Equipment & Capability	Normal Availability Hours (M-F)
2767	152/154	30	TIMS	0600 - 1800 (CI manning during scheduled events only)
2767	151	12	TIMS	TESTING CENTER 06:00 - 18:00

1.4.2 Typical ICW/CAI Classroom Instruction. The instruction in the ICW/CAI Classroom will closely resemble monitoring a learning center. The contractor shall provide a dedicated lead instructor and sufficient additional instructors as required to monitor students in an individual instruction scenario during normal operating hours as specified above. The instructors are not required to provide subject related explanations unless requested by the student/Instructor Under Training (IUT). Instructor(s) shall use TIMS to ensure that students are properly entered in the system and that all lessons are recorded properly.

1.5 Curriculum. The following Master Curriculum Guides (MCG) are required for T-45A/C training at NAS Kingsville:

a. 1542.176 Series: T-45 E-2/C-2 Advanced Flight Training Curriculum
b. 1542.160 Series: T-45 Combined Instructor Under Training (IUT)
c. 1542.169 Series: T-45 NATOPS IUT Curriculum (For prior T45 IPs)
d. 1542.150 Series: T-45 Jet Transition*
e. 1542.167 Series: T-45 Combined Multi-Service Pilot Training System

*Normally there are only one or two pilots a year going through the Jet Transition syllabus.

1.6 CIS Schedule / Primary Responsibility Parameters. Stepladder in force will be assigned by contracted Price Breakout Worksheet.

Hourly Stepladder per Week*	Device Availability	Window of CI Operations **
900	0600-2230 M-F (16.5 hrs)	0530-2300 M-F (17.5 hrs)
825	0600-2230 M-F (16.5 hrs)	0530-2300 M-F (17.5 hrs)
750	0600-2230 M-F (16.5 hrs)	0530-2300 M-F (17.5 hrs)
675	0600-2230 M-F (16.5 hrs)	0530-2300 M-F (17.5 hrs)

*** Hours of instruction per day will be an even distribution of weekly hours above to a five-day work week, with up to 15% variation required. For example, if 500 are the instructional hours per week contracted for, the average hours per day would be 100. Given the maximum amount of variation allowed, the contractor may be required to instruct up to 115 hours on a given day (with anything over 115 being Additional Instruction (AI) hours). Also, a total of 500 hours cannot be exceeded for the week without use of AI hours. In the event additional instruction hours are needed in excess of the exercised stepladder, the Government will utilize AI hours.**

1.7 Government provided administrative spaces.

BLDG 2767
Locker Room — Rooms 219B
Office spaces — Rooms 204,205, and 216

2.0 INSTRUCTOR QUALIFICATIONS AND CERTIFICATIONS.

2.1 Qualifications. T-45C Contractor Instructor Pilot (CIP) Qualifications:

a. Be a former or reserve pilot of tactical jet aircraft or strike pipeline jet aircraft.
b. Possess a minimum of 1,000 flight hours, of which 500 hours were in tactical jet aircraft or strike pipeline jet aircraft.
c. Simulator instructors for the Field Carrier Landing Practice (FCLP) and Carrier Qualification (CQ) portions of the curriculum must be former carrier pilots with a minimum of 50 carrier landings (May be waived with government approval).
d. Must possess a bachelor's degree.

e. Preferably a Contract Instructor Pilot (CIP) would be, or has been a T-45C Naval Air Training and Operating Procedures Standardization (NATOPS) qualified pilot or has been a T-45C simulator instructor within the preceding five (5) years. It is desired that a CIP have at least one deployed fleet tour and T-45 flight experience to provide a reasonable amount of credibility for the CIP.
f. The contractor may request waivers from the Government regarding any of the above qualifications for an individual on a case by case basis. The COR through coordination with the GTO will decide whether to approve or disapprove such a request.

2.2 CIP Certifications. A CIP must successfully complete the T-45C NATOPS open book, closed book, and emergency procedures boldface examinations. A CIP must have a solid understanding of the T-45C mission and crew procedures. A strong working knowledge of tactical formation flying, aircraft weapons employment, aircraft carrier operations, and air combat maneuvering is also desired.

3.0 INSTRUCTOR TRAINING.

3.1 INITIAL TRAINING. The Government will provide the following training as necessary and applicable. Training may be provided in the following areas:

a. Standard Operating Procedures (SOPs).
b. Course Rules.
c. NATOPS.
d. Aircraft Systems.
e. Weapons Employment.
f. Weapon System Integration.
g. Syllabus Standardization.
h. Grading Criteria.
i. Basic Simulator Operating Procedures (SOPs).
j. Flight Instructor Training Course (FITC).
k. TIMS Training.

3.2 Annual Training requirements/Standardization Checks. The contractor is responsible for maintaining currency of qualifications in accordance with (IAW) paragraph 4.6 of Addendum B (SOW).

4.0 REQUIREMENTS.

4.1 Instruct all simulator events listed in the Master Curriculum Guides. The contractor shall be responsible for conducting all simulator events stated in each Master Curriculum Guide (MCG) listed in paragraph 1.5.

4.2 Instruct classroom events as defined by the Master Curriculum Guides. Per the Master Curriculum Guides listed in para 1.5 above, the Contractor shall be responsible for conducting the classroom events listed in the following tables.

Events T-45 MCGs/students	Average students per class	Duration of each class	Frequency
Engineering	8	33.2	Bi-weekly
Emergency Procedures	8	14.5	Bi-weekly

Basic Instrument Flight Procedures	8	10.5	Bi-weekly
Radio Instrument Flight Procedures	8	8.5	Bi-weekly
Crew Resource Management	8	3.0	Bi-weekly
Operational Risk Management	8	1.0	Bi-weekly
Course Rules	8	3.0	Bi-weekly
NACES Flight Physiology	8	3.0	Bi-weekly
Section, Division, &Night Formation Flight Procedures	8	10.2	Bi-weekly
Familiarization & Night Familiarization Flight Procedures	8	12.0	Bi-weekly
Out-of-Control Flight Procedures	8	2.0	Bi-weekly
Cockpit Orientation	8	7.3	Bi-weekly
Instrument Navigation	8	10.1	Bi-weekly
Weapons Flight Procedures	8	4.7	Bi-weekly
Operational Navigation Flight Procedures	8	3.7	Bi-weekly
Operational Navigation Ground School	8	20.5	Bi-weekly
Instrument Rating Flight Procedures	8	4.0	Bi-weekly
Meteorology	8	4.0	Bi-weekly
Aerodynamics	8	6.0	Bi-weekly

Events T-45 MCG/IUTs	Average students per class	Duration of each class	Frequency
Engineering*	2	33.2	Bi-weekly
Emergency Procedures MFP*	2	7.9	Bi-weekly
Basic Instrument Flight Procedures	2	3.1	Bi-weekly
Radio Instrument Flight Procedures	2	3.5	Bi-weekly
Crew Resource Management*	2	2.0	Bi-weekly
Operational Risk Management*	2	2.0	Bi-weekly
Course Rules	2	3.0	Bi-weekly
NACES Flight Physiology*	2	2.0	Bi-weekly
Out-of-Control Flight Procedures	2	2.0	Bi-weekly
Familiarization & Night Familiarization Flight Procedures	2	5.0	Bi-weekly
Airways Navigation	2	2.0	Bi-weekly
Formation/Night Formation	2	7.7	Bi-weekly
Instrument Rating Flight Procedures	2	4.0	Bi-weekly
Cockpit Orientation	2	2.0	Bi-weekly
Weapons Flight Procedures	2	5.0	

*Classes are run concurrently with the SNA classes.

The academic classroom events are normally given twice a month, but occasionally may be held just once or as many as three times a month, depending on the number of student classes scheduled to be loaded for any particular month.

For initial Ground School training IUT classes run concurrently with student classes for the first week and then are separated for accelerated learning. After the first week of Ground School, the contractor is only required to provide support for one SNA and one IUT class running concurrently. The flight support classroom events average twice a month but may be compressed just prior to detachments and given three or four times that month and zero times in other months provided it is identified in the Weekly Planning Estimate.

Contract Instructors are authorized to teach the ONAV courses, but will not be held accountable for maintaining the hardware or supplies. A Contract Instructor will be available as required when hardware/software updates are conducted to verify computer program configurations and operations, and the hours will be annotated as Additional Duty hours on the day prior to commencing ONAV ground school. Also, Contract instructors may be assigned to instruct additional courses as identified by the Wing GTO, approved by CNATRA N7 and accepted by the contractor.

4.3 Provide Instructor(s) for the LRC, as required, during the normal operating hours during the scheduled events only, listed in paragraph 4.1. It is the contractor's responsibility to be available to answer questions and to assist the students should they have problems with the content of the ICW,

the functionality of the lessons, or the student management system. All curriculums are supported in the same LRC.

4.4 Student Training Material:

a. All Lecture guides	At Book Issue or on-line
b. NATOPS	At Book Issue or on-line
c. TW-2 In-Flight guides	At Book Issue or on-line
d. TW-2 SOP	At Book Issue or on-line
e. All Flight Training Instructions (FTIs) and Student Lesson Guides	At Book Issue or on-line

Note: The CI is responsible for ensuring that the content of instruction he provides is appropriate to all current and implemented instructional materials and CNATRA Instructions/Notices. All instructional material is distributed from the wing via the training department. The Wing STAN division normally will be tasked with making sure the contractor has received the latest training materials prior to their implementation to include appropriate courseware material, exams and MCGs.

4.5 CIS Platform Specific Primary Responsibilities. Refer to Addendum B, paragraph 4.3.1.

4.6 CIS Platform Specific Additional Support Responsibilities. For Additional Support Responsibilities not covered in this Appendix, refer to Addendum B paragraph 4.3.2. Except for the Additional Support Responsibilities that are automatically authorized in section 4.6.1 (below), the TW-2 GTO will provide the contractor a list of approved Additional Support Responsibilities, and the time authorized for each, for the upcoming work week on the last work day preceding the following work week. The Weekly A004 will reflect the time spent on approved ASRs.

4.6.1 The following Additional Support Responsibilities are automatically authorized by this instruction:

a. Conduct CI Standardization checks in the absence of available Government representative IAW CNATRAINST 3710.13 series: Initial, Annual, and 90 Day re-qualification standardization checks.

4.6.2 The following TW-2 Additional Support Responsibilities which may be assigned by the GTO include, but are not limited to the following:

a. Making TIMS inputs to SNA grade sheets outside of regularly scheduled event.
b. Recording simulator companion events.
c. Recording simulator demonstration events.
d. Providing support for COMS contractor for simulator related issues.
e. Providing support for simulator upgrades or improvements.
f. Providing training/SME efforts for Multi-Service Pilot Training System (MPTS).
g. ONAV class computer hardware and software oversight, and classroom preparation.

4.7 CIS Platform Specific Collateral Responsibilities. Refer to Addendum B, paragraph 4.3.3.

4.8 CIS Scheduling - Technical/Training Data. Ground School lectures are scheduled by the Wing Ground Training Office and sent to the contractor's

scheduling desk. Simulators and post Ground School lectures are scheduled by Wing Strike-ops and coordinated with the Ground Training Department and the contractor's scheduling desk. Class dates are tentatively set six (6) months in advance, but minor changes may occur. Ground School calendars are sent out four to five (4-5) days before the beginning of a new class. The duration of Ground School is normally three (3) weeks. Simulators are scheduled the day prior to the event.

4.8.1. Weekly Planning Estimate. The Wing Scheduling Authority will provide the Contractor an estimated weekly scheduling plan for the following week by 1200 on the last work day preceding the next work week. The actual weekly schedule should not change numerically by more than plus or minus 12 events from the estimated weekly schedule, nor more than plus or minus 4 simulator or lecture events from any given day in the weekly estimate. Due to fluctuating schedules, the weekly schedule may be updated by 1200 on Monday for Wednesday, Thursday and Friday of that week (or Tuesday for Thursday and Friday if Monday is a designated Holiday or no work day) in order to maintain the plus or minus 4 event variance. In addition, the approximate number of Carrier Qualification and Weapon events, to include their classroom lectures, should be identified when the daily request is submitted on Wednesday for Friday and Saturday of that week, if any of those type events are required.

4.8.2 Daily Scheduling Process. Wing Scheduling Authority forwards Squadron and Wing simulator and lecture requirements to the GTO. The GTO will then review the daily request to ensure it is within plus or minus 4 events of the Weekly Planning Estimate and forward it to the contractor. The contractor then writes a scheduling template based on submitted requirements, by balancing available contractor resources with Flight Instructor Standardization and Training (FIST) program qualifications. After confirming and validating the daily request, the contractor will input SNA/IUT ground school and additional requested lectures into TIMS provided the scheduling authority has not exceeded the two (2) lectures per month for each specific lecture. If the lectures exceed the two (2) lectures per month for each type lecture, it must be identified on the Weekly Planning Estimate. Should the squadrons request more than the normal two lectures per month, the contractor shall not be penalized for cutting simulator events equating to the extra lecture hours given. The contractor will first fill all lecture requirements, then simulator requirements, and inputs the entire schedule template into TIMS NLT 12:00. Changes and modifications can be made up to 15:00.

At 15:00 the day prior to execution the schedule is "locked down". The scheduling authority may make changes to the schedule prior to 2000 by replacing a student in a simulator event as long as the Contract Instructor is qualified to instruct the new student event in accordance with the published FIST. Additional line items or other type changes may be made only at the discretion of the contractor. Any cancellations by the Wing or Squadron will be noted as "operations cancel" in TIMS.

4.9 Multi-Service Pilot Training System (MPTS). MPTS has been implemented at TW-2. MPTS responsibilities and qualifications procedures will be reviewed by TW-2 STAN Officer, Stage Managers and TW-2 GTO to ensure all required procedures are in place.

5.0 CIS Scheduling Authority.

The squadron's designated officer(s) who is appointed by the squadron's Commanding Officer has the authority to develop and approve the schedule (ground/simulator/flights).

Appendix CIS BC
Primary Multi-Service Pilot Training at NAS Corpus Christi, TX
on T-6B Devices.

1.0 GENERAL.

1.1 Training Site. Appendix CIS BC specifies the requirements for Primary Multi-Service Pilot Training at NAS Corpus Christi, TX using T-6B devices. Primary Multi-Service Pilot Training will be provided to U.S. Military Personnel, Foreign Military Personnel, Government Personnel, Aviation Contract Pilots and Instructor Pilots as required.

1.2 Training devices to be utilized for instruction are:

1.2.1 Device 2F207B Unit Training Device (UTD) - The 2F207B devices provide basic pilot and IUT training in T-6B cockpit familiarization, ground operations and both normal and emergency operating procedures. The devices consist of a trainee station, an instructor station, and a computer system.

1.2.2 Device 2F208B Operational Flight Trainer (OFT) - The 2F208B devices provide basic pilot and IUT training in T-6B cockpit familiarization, ground operations and both normal and emergency operating procedures. The OFT can demonstrate and introduce such tasks as visual overhead ("break") pattern procedures, simulated flame-out patterns, visual (day, dusk, night) approaches, visual flight maneuvering, aerobatics, VFR low level, day and night formation, instrument navigation, transition to land, circling approach transitions and emergency procedures. The capability exists to introduce day and night taxiing, departure from controlled flight, and out of control recoveries. The OFT has a canopy structure that represents viewing obstructions in the aircraft.

1.2.3 Device 2C78 Ejection Seat Trainer (EST) - The 2C78 devices provide ejection seat and emergency operating procedures training. This device is a realistic mockup of the T-6B ejection seat. Although it is procedurally functional, there are no pyrotechnics to eject the seat. This device has side panels for connecting the oxygen hose, G-suit and communication headset. However, there is no actual oxygen or pressurized lines in the trainer. The shoulder harness reel is fully functional, as is the shoulder harness control lever. The force to pull the ejection seat handle is similar to the aircraft.

1.2.4 Device 2C79 Egress Procedures Trainer (EPT) - The 2C79 device provides basic cockpit familiarization and egress procedures training. It is a high fidelity mockup of the T-6B aircraft cockpit that is fully functional but not capable of ejection. A canopy system includes a transparency shell and is fully functional except the canopy fracturing system (CFS). The forces required to open and close the canopy are similar to the aircraft. The seat and rudder pedals are functional and adjustable throughout their normal range. An ejection seat handle can be pulled to simulate pulling an aircraft ejection seat handle. There is also a control stick, spring-loaded to the center position. The fire warning, master caution and warning lights are functional, under instructor control.

1.2.5 Dynamic Hypoxia Trainer Environics Series 6202 Reduced Oxygen Breathing Device 9A17 (ROBD) - is a portable computerized gas-blending instrument used to produce hypoxia without changes in atmospheric pressure. The ROBD 2 is used to train aviators to recognize the signs and symptoms of hypoxia and to

perform the appropriate emergency procedures. The device is installed in one of the OFTs. The device is operated by an aeromedical safety officer (AMSO)/Physiologist or flight surgeon with a CI at the IOS. A complete description is contained in TRAWING SOP.

1.2.6 Device Table.

Device Number	Device Type	# of Devices	Standard Mission Length	Brief/Debrief Times (hrs)	Instructor to student station ratio
2F207B	UTD	5	1.3	0.5/0.5	1/1
2F208B	OFT	6	1.3	0.5/0.5	1/1
2C78	EST	1	N/A	N/A	1/1
2C79	EPT	1	N/A	N/A	1/1
6202	ROBD 2	1	1.3	N/A	1/3

Devices may be added and removed during the term of this task order.

* CI's will be required to use trainer embedded debrief systems.

1.3 Primary Systems Course Mediated Interactive Lecture Classrooms.

1.3.1 Typical Classroom Instructional Objectives. The objective of the classroom ground training is to provide the student with sufficient training to enable performance of the flight and emergency procedures that are taught/conducted in the follow-on stages of simulator flight training.

1.4 Types of Classrooms. There are three types of classrooms located at TW4. They are Advanced Electronic Classrooms (AECs), Mediated Interactive Lecture (MIL) classrooms, and Learning Resource Centers (LRCs). Classrooms are scheduled and assigned on a weekly basis by the Wing Training Department based on class size and media required.

1.4.1 Advanced Electronic Classrooms (AEC). An AEC contains a podium connected to an overhead projector so the instructor can perform the lesson(s). The podium is equipped with software that allows the instructor to interact directly with each student independently, in groups, or as an entire class. An AEC can function as an LRC when the classroom is not being utilized for lectures or otherwise occupied. There are five general use AEC configured classrooms and two special use AEC configured classrooms.

Bldg #	Room #	Student Capacity	Equipment	Availability (M-F)
1824	202 & 204	27	AEC	0700-1700
1824	114, 203 & 205	18	AEC	0700-1700
1824	118 & 119	9	AEC Special Purpose JMPS/PFPS	0700-1700

Mediated Interactive Lecture (MIL). A MIL classroom contains a podium connected to an overhead projector. The name for this type of classroom is an Electronic Classroom (EC). This classroom does not utilize computers at each student station and is used for mediated interactive lectures or lectures

without electronic interface. TRAWING 4's MIL classrooms are available for students to use as quiet study areas when they are not otherwise in use. There are nine MIL configured classrooms.
NOTE: Classroom computers and LRC computers are connected to and are part of the automated student management system known as Training Integration Management System (TIMS) or its replacement. CIS personnel functioning as classroom instructors and LRC monitors must be knowledgeable in the functionality of this system and be able to solve minor issues or direct the student to the appropriate entity to resolve problems he or she may encounter.

Bldg #	Room #	Student Capacity	Equipment	Availability
1824	115, 207, 213, 217, & 218	9-24	MIL	0600-2200 (M-S)
1824	214 & 216	18	Special Purpose MIL T-6 SYS (Only)	0600-2200 (M-S)
83	120 & 119	20	MIL	0600-2200 (M-S)

1.4.2 Learning Resource Centers (LRCs). LRCs are classrooms containing individual student stations where TRAWING 4 students and instructors access curriculum Computer Aided Instruction (CAI) lessons. These lessons are accessible to the student through Interactive Courseware (ICW). Instructor supervision within the LRC includes provision of answers to student's technical questions concerning their assigned lessons and assisting the students when technical problems arise within the student management system. The student management system launches the courseware and tracks the student's progress in an automated system known as Training Integration Management System (TIMS).

Bldg #	Room #	Student Stations	Equipment & Capability	Device Availability
1824	215	13	CAI units	0700 - 2200 (M-Sun)

NOTE: Classroom computers and LRC computers are connected and are part of the automated student management system known as Training Integration Management System (TIMS). CIS personnel functioning as classroom instructors and LRC monitors must be knowledgeable in the functionality of this system and be able to solve minor issues or direct students to the appropriate individual to resolve problems he or she may encounter.

1.4.3 Typical Classroom Instruction. The student roster, CNATRA form 1500/45 shall be used to document the course completion record. The instructor shall use the government approved lesson plan to teach the course. The instructor shall conclude the lesson(s) with a check for understanding. At the end of each day's instruction, the instructor shall answer students' questions to clarify any portion of the instruction not clear. The instructor shall also ensure student critique sheets or on-line critiques are completed when required and forwarded to the CNATRA Detachment (DET).

1.4.4 Curriculum Coordinator responsibilities. The Curriculum Coordinator (CC) at each CNATRA training site is responsible for addressing issues related to training material. The CC reports to the GTO who, in-turn, reports to the CNATRA N7 Pipeline Training Officer (PTO).

1.4.5 Curriculum Coordinator responsibilities. The Curriculum Coordinator (CC) at each CNATRA training site is responsible for addressing issues related to training material. The CC reports to the GTO who, in-turn, reports to the CNATRA N7 Pipeline Training Officer (PTO).

1.5 Curriculum. The following CNATRA instructions are required for T-6B training at NAS Corpus Christi:

a. 1542.166 Series T-6B Joint Primary Pilot Training
b. 1542.165 Series T-6B Primary Flight Instructor Training

1.6 CIS Schedule / Primary Responsibility Parameters.

Hourly Stepladder per Week*	Device Availability	Window of CI Operations **
1465	0600-2200 M-F (16 hrs)	0530-2230 M-F (17 hrs)
1410	0600-2200 M-F (16 hrs)	0530-2230 M-F (17 hrs)
1360	0600-2200 M-F (16 hrs)	0530-2230 M-F (17 hrs)
1275	0600-2200 M-F (16 hrs)	0530-2230 M-F (17 hrs)
1160	0600-2200 M-F (16 hrs)	0530-2230 M-F (17 hrs)
1055	0600-2200 M-F (16 hrs)	0530-2230 M-F (17 hrs)

* Hours of instruction per day will be an even distribution of approved HPW to a five-day workweek, with up to 15% variation required. For example, if 500 were the instructional hours per week contracted for, the average hours per day would be 100. Given the maximum amount of variation allowed, the contractor may be required to instruct up to 115 hours on a given day (with anything over 115 being Additional Instruction (AI) hours). Also, a total of 500 hours (plus carryover hours if available, Addendum B Part 5.6) cannot be exceeded for the week without use of AI hours. In the event additional instruction hours are needed in excess of the exercised stepladder, the Government will utilize AI hours IAW Addendum B Part 5.8 and Section G of the conformed contract Task Order.

** Window of CI operations may be adjusted per Addendum B, paragraph 5.4. The window of CI operations may change during the course of the Task Order (TO).

1.7 Government provided contractor administrative spaces.

BLDG 83
CIS Scheduling Office Room 102
CIS Site Manager's Office Room 105
CIS STAN Officer's Office Room 111

CIS Instructor Lounge Office Room 118
CIS Ground Training Officer's Office Room 106

2.0 INSTRUCTOR QUALIFICATIONS AND CERTIFICATIONS.

2.1 Qualifications. T-6B Contract Instructor (CI) Qualifications:

a. Be a former or reserve military aviator.
b. Have logged a minimum of one thousand five hundred (1500) flying hours.
c. Must have a bachelor's degree.
d. Preferably, a CI could be, or has been, a T-6B Naval Air Training and Operating Procedures Standardization (NATOPS) qualified pilot or has been a T-6B simulator instructor within the preceding five (5) years. It is desired that a CIP has at least one deployed fleet tour and T-6B flight experience to provide a reasonable amount of creditability for the CIP.
e. The contractor may request waivers from the Government regarding any of the above qualifications for an individual on a case-by-case basis. The ACO through coordination with the GTO will decide whether to approve or disapprove such a request.

2.2 Certifications. A CI must successfully complete the T-6B NATOPS open book, closed book, and boldface exams. A CI must understand T-6B mission, crew procedures, appropriate Ground, Contact, Basic Instrument and Radio Instrument Precision Acrobatics, and Form Flight Training Instructions. In order to qualify as a classroom instructor, the Contract Instructor Under Training must monitor one full course and then instruct two full courses while being monitored by a qualified CIS Ground School Instructor certified in that subject area. The contractor will coordinate with the GTO if the Contract Instructor Under Training wants to monitor an additional course before instructing the two full courses in order to be certified. The Contract Instructor Under Training will be monitored by a qualified representative of the Government whom will sign the instructor off as qualified. This Government representative can be a Wing STAN officer or the Wing Instructional Systems Specialist.

3.0 TRAINING.

3.1 Initial Training. The Government will provide the following training as necessary and applicable. Training may be provided in the following areas:

a. Standard Operating Procedures (SOPs);
b. Course Rules;
c. NATOPS;
d. Aircraft Systems;
e. Syllabus Standardization;
f. Grading Criteria;
g. Basic Simulator Operating Procedures (SOPs);
h. Flight Instructor Training Course (FITC);
i. Crew Resource Management (CRM);
j. Training Integration Management System (TIMS) or its replacement

3.2 Annual Training requirements/Standardization Checks. The contractor is responsible for maintaining currency of qualifications in accordance with (IAW) paragraph 4.6 of Addendum B (SOW).

4.0 CI REQUIREMENTS.

4.1 Instruct all simulator events listed in the Master Curriculum Guide (MCG). The contractor shall be responsible for teaching all sim events stated in each Curriculum Guide listed above.

4.2 Instruct the classroom events broken out by MCG. The Contractor shall be responsible for conducting the classroom events listed in the following tables:

T-6B MCG Events	Average Students Per Class	Duration of Each Class	Frequency
INTRODUCTION TO OPERATING PROCEDURES	18	1.0	1 per week
HANDLING EMERGENCY PROCEDURES	18	0.9	1 per week
EMERGENCY PROCEDURES REVIEW	18	2.0	1 per week
INTRODUCTION TO T-6B SYSTEMS	18	1.0	1 per week
AIRCRAFT SYSTEMS TOUR	18	1.5	1 per week
SYSTEMS REVIEW	18	1.9	1 per week
SYSTEMS REVIEW 2	18	3.5	1 per week
T-6B COCKPIT FAMILIARIZATION 1	18	1.0	1 per week
ELECTRICS AND FUEL REVIEW	18	1.4	1 per week
PROPULSION REVIEW	18	1.5	1 per week
T-6B COCKPIT FAMILIARIZATION 2	18	1.0	1 per week
SYSTEMS REVIEW 3	18	2.0	1 per week
FMS TRAINER 1	18	2.0	1 per week
FMS TRAINER 2	2	2.0	1 per week
CONTACT REVIEW 1	18	2.0	1 per week
CONTACT REVIEW 2	18	2.0	1 per week
BASIC INSTRUMENTS REVIEW	18	1.0	2 per week
RADIO INSTRUMENT MANUEVERS REVIEW	18	2.0	1 per week
ADVANCED INSTRUMENT REVIEW	18	1.0	1 per week
INSTRUMENTS REVIEW	18	1.5	1 per week
INSTRUMENTS REVIEW 2	18	2.5	1 per week
INSTRUMENTS REVIEW 3	18	1.0	1 per week
INSTRUMENTS REVIEW 4	18	2.0	1 per week
METEOROLOGY (B)	18	3.0	1 per week
IFR NAVIGATION REVIEW	18	3.0	1 per week
IFR MISSION PLANNING LAB	18	3.5	1 per week
IFR MISSION PLANNING LAB 2	18	2.0	1 per week
CRM CASE STUDY	18	1.0	1 per week
VFR NAVIGATION REVIEW	18	1.8	1 per week
VFR NAVIGATION PLANNING LAB	18	2.0	1 per week
AVIATION SAFETY PROGRAM	18	1.0	1 per week
WHEELS WATCH	18	2.0	1 per week
CREW RESOURCE MANAGEMENT	18	2.0	1 per week
CURRICULUM BRIEF (JPPT)	18	2.0	1 per week
COURSE RULES	18	4.5	1 per week

OTHER EVENTS WING 4 HAS A LRC WITH 13 SEATS. THE CAI'S ARE MONITERD BY AN INSTRUCTOR ASSIGNED TO EACH CLASS AND AN INSTRUCTOR IS ASSIGNED TO ADMINISTER THE EXAM.	Average Students Per Class	Duration of Each Class	Frequency
FLIGHT CONTROLS CAI	18	1.2	1 per week
HYDRAULIC SYSTEM 1 CAI	18	1.5	1 per week
HYDRAULIC SYSTEM 2 CAI	18	1.3	1 per week
UP FRONT CONTROL PANEL CAI	18	2.0	1 per week
FLIGHT INSTRUMENTS 1 CAI	18	1.6	1 per week
FLIGHT INSTRUMENTS 2 CAI	18	1.1	1 per week
HEAD-UP DISPLAY CAI	18	1.0	1 per week
COMMUNICATION SYSTEM CAI	18	1.8	1 per week
NAVIGATION SYSTEMS CAI	18	1.7	1 per week
UFCP SCENARIOS CAI	18	1.0	1 per week
FMS CAI	18	1.0	1 per week
SYSTEM EXAM 1	18	2.0	1 per week
ELECTRICAL SYSTEM CAI	18	1.2	1 per week
FUEL SYSTEM	18	1.0	1 per week
PROPULSION 1 CAI	18	1.8	1 per week
PROPULSION 2 CAI	18	1.1	1 per week
ENVIRONMENTAL SYSTEM 1 CAI	18	0.8	1 per week
ENVIRONMENTAL SYSTEM 2 CAI	18	0.5	1 per week
CANOPY SYSTEM CAI	18	0.6	1 per week
EJECTION SYSTEM CAI	18	1.0	1 per week
SYSTEM 2 EXAM	18	2.0	1 per week
EXTERIOR INSPECTION CAI	18	1.0	1 per week
PREFLIGHT CHECKS CAI	18	1.3	1 per week
IN-FLIGHT CHECKS CAI	18	0.7	1 per week
POSTFLIGHT CHECKS CAI	18	0.5	1 per week
TAKEOFF EMERGENCIES CAI	18	1.0	1 per week
IN-FLIGHT EMERGENCIES 1 CAI	18	3.0	1 per week
IN-FLIGHT EMERGENCIES 2 CAI	18	2.0	1 per week
IN-FLIGHT EMERGENCIES 3 CAI	18	2.5	1 per week
AIRCRAFT OPERATIING LIMITATIONS CAI	18	0.6	1 per week
COURSE RULES EXAM	18	1.5	1 per week
STALLS CAI	18	1.5	1 per week
RECOVERIES CAI	18	0.5	1 per week
SPINS CAI	18	1.0	1 per week
ENERGY MANAGEMNT CAI	18	1.6	1 per week
CONTACT EXAM 2	18	1.5	1 per week
TOLD COMPUTATIONS CAI	18	1.0	1 per week
CLEARING, CROSS-CHECK, AND BASIC FLIGHT CAI	18	1.6	1 per week
TAXI AND TAKEOFF CAI	18	1.3	1 per week
DEPARTURE AND CLIMB CAI	18	0.5	1 per week
TRAFFIC PATTERNS CAI	18	2.0	1 per week
LANDING CAI	18	1.0	1 per week
CONTACT EXAM 1	18	1.5	1 per week
INSTRUMENT DISPLAYS AND CROSS-CHECK CAI	18	1.0	2 per week

TURNS, CLIMBS, DESCENTS CAI	18	0.7	2 per week
BASIC INSTRUMENT MANEUVERS	18	1.0	2 per week
INTRODUCTION TO RADIO INSTRUMENT MANEUVERS CAI	18	1.7	1 per week
FLIP, NOTAMS AND CHARTS CAI	18	2.0	1 per week
INSTRUMENT TAKEOFF AND DEPARTURE CAI	18	0.8	1 per week
ARRIVAL PREPARATIONS AND HOLDING CAI	18	0.6	1 per week
DESCENT AND PENETRATION CAI	18	0.7	1 per week
FINAL APPROACH CAI	18	1.2	1 per week
RADAR APPROACHES CAI	18	1.4	1 per week
TRANSITION TO LANDING AND MISSED APPROACH CAI	18	2.5	1 per week
MISSION PLANNING COMPUTATIONS	18	1.5	1 per week
IFR MISSION PLANNING CAI	18	3.0	1 per week
IFR NAVIGATION CAI	18	1.5	1 per week
INSTRUMENT EXAM	18	3.0	1 per week
CRM	18	2.0	1 per week
FLIGHT INSTRUCTOR TRAINING COURSE (FITC)	10	24.0	1 per month
ANNUAL INSTRUMENT REFRESHER	20	8.0	2 per month

NOTE: Contract instructors may be assigned to instruct additional courses as identified by the Wing GTO, approved by CNATRA N7 and accepted by the contractor.

4.3 Provide Instructor(s) for the LRC, as required, during the normal operating hours listed in paragraph 1.4.2. It is the contractor's responsibility to be available to answer questions and to assist the students should they have problems with the content of the ICW, the functionality of the lessons, or the student management system. Contractors can also be assigned SME work during this time.

4.4 Student Training Material.

a. All Instructor Lecture guides	available at CCC or Training Office
b. NATOPS/PCL	available at Book Issue
c. TW-4 In Flight guides	available at Book Issue
d. TW-4 SOP	available at Book Issue
e. All Flight Training Instructions (FTIs) and Student Workbooks	available at Book Issue

Note: The CI is responsible for ensuring that the content of instruction he provides is appropriate to all current and implemented instructional materials and CNATRA Instructions/Notices. All instructional material is distributed from the wing via the training department. The Wing STAN division normally will be tasked with making sure the contractor has received the latest training materials prior to their implementation.

4.5 CIS Platform Specific Primary Responsibilities. Refer to Addendum B, paragraph 4.3.1.

4.6 CIS Platform Specific Additional Support Responsibilities. All of Addendum B paragraph 4.3.2 applies.

4.7 CIS Platform Specific Collateral Responsibilities. Refer to Addendum B, paragraph 4.3.3.

4.8 CIS Scheduling - Technical/Training Data. All early Ground School lectures are scheduled by the Wing Ground Training Officer (GTO) or his designee and sent to the contractors scheduling desk. The Wing Ground Training Officer is responsible to oversee both the weekly proposed schedule and the daily CIS tasking by the squadrons under the wing for Simulators and post Ground School Lectures. Wing GTO or designee also assigns or approves classroom spaces for all pre- and post Ground School lectures taught by the contractor and conducted in the schoolhouse. Class dates are tentatively determined six months in advance, however minor changes may occur. Ground School calendars are sent out 4-5 days before the beginning of a new class. The duration of Ground School is normally three weeks. Squadrons submit proposed weekly simulator and ground school course requirements taught by CIS contract personnel to the Wing GTO who in turn reviews them. If the schedule exceeds the stepladder hours within this contract, the GTO via the ACO will seek funding in the form of AI hours from CNATRA. The Wing GTO will only intervene on the squadron's daily simulator schedule if there is an unforeseen issue with available funding or if the squadron's scheduling policy is in conflict with the CIS or COMS contract limitations, MCG or Wing SOP. Simulator event numbers are hard scheduled at 1500 the day prior to the event.

5.0 CIS SCHEDULING AUTHORITY. The squadron's designated officer(s) who is appointed by the squadron's Commanding Officer and has the authority to develop and approve the schedule (ground/simulator/flights).

5.1 TRAWING Scheduling Authority. The TRAWING N7, GTO, CC and the CNATRA Det N4 COR may also at times direct the CIS to conduct training or SME work as outlined in Addendum B.

Appendix CIS BD

Primary Multi-Service Pilot Training at NAS Whiting Field, FL
on T-6B Devices

1.0 GENERAL.

1.1 Training Site. Appendix CIS BD specifies the requirements for Primary Multi-Service Pilot Training at NAS Whiting Field, FL using T-6B devices. Primary Multi-Service Pilot Training will be provided to U.S. Military Personnel, Foreign Military Personnel, Government Personnel, Aviation Contract Pilots and Instructor Pilots as required.

1.2 Training devices to be utilized for instruction are:

1.2.1 Device 2F207B Unit Training Device (UTD) - The 2F207B devices provide basic pilot and Instructor Under Training (IUT) in T-6B cockpit familiarization, ground operations, instrument navigation and both normal and emergency operating procedures. The devices consist of a trainee station, an instructor station, and a computer system.

1.2.2 Device 2F208B Operational Flight Trainer (OFT) - The 2F208B devices provide basic pilot and IUT in T-6B cockpit familiarization, ground operations and both normal and emergency operating procedures. The OFT has a 270 degree field-of-view visual system capable of simulating all flight operations to include landing patterns and formation flying in day, night, visual and instrument flight conditions. The OFT has a canopy structure that represents viewing obstructions in the aircraft.

1.2.3 Device 2C78 Ejection Seat Trainer (EST) - The 2C78 devices provide ejection seat and emergency operating procedures training. This device is a realistic mockup of the T-6B ejection seat. Although it is procedurally functional, there are no pyrotechnics to eject the seat. This device has side panels for connecting the oxygen hose, G-suit and communication headset. However, there is no actual oxygen or pressurized lines in the trainer. The shoulder harness reel is fully functional, as is the shoulder harness control lever. The force to pull the ejection seat handle is similar to the aircraft.

1.2.4 Device 2C79 Egress Procedures Trainer (EPT) - The 2C79 device provides basic cockpit familiarization and egress procedures training. It is a realistic mockup of the T-6B aircraft cockpit that includes a canopy system with a transparency shell and is fully functional except for the canopy fracturing system (CFS) and the ejection seat. The forces required to open and close the canopy are similar to the aircraft. The seat and rudder pedals are functional and adjustable throughout their normal range. An ejection seat handle can be pulled to simulate pulling an aircraft ejection seat handle. There is also a control stick, spring-loaded to the center position. The fire warning, master caution and warning lights are functional, under instructor control.

1.2.5 Dynamic Hypoxia Trainer (DHT)- Environics Series 6202 Reduced Oxygen Breathing Device 9A17 (ROBD) - is a portable computerized gas-blending instrument used to produce hypoxia without changes in atmospheric pressure. The ROBD 2 is used to train aviators to recognize the signs and symptoms of hypoxia and to perform the appropriate emergency procedures. The device is installed in one of the OFTs. The device is operated by an aeromedical safety officer (AMSO)/Physiologist or flight surgeon with a CI at the IOS. A complete description is contained in TRAWING SOP.

1.2.6 Device Table.

Device Number	Device Type	# of Devices	Standard Mission Length	Brief/Debrief Times (hrs)	Instructor to student station ratio
2F207B	UTD	7	1.3	0.5/0.5	1/1
2F208B	OFT	9	1.3	0.5/0.5	1/1
2C78	EST	1	N/A	N/A	1/1
2C79	EPT	1	N/A	N/A	1/1
6202	ROBD 2	1	1.3	N/A	1/3

Devices may be added and removed during the term of this task order.

* CI's are required to use trainer embedded debrief systems.

1.3 Primary Mediated Interactive Lecture Classrooms.

1.3.1 Typical Classroom Instructional Objectives. The objective of the classroom ground training is to provide the student with sufficient training to enable performance of the ground, flight and emergency procedures that are taught/conducted in the follow-on stages of simulator and flight training.

1.4 Types of Classrooms. There are two types of classrooms located at TW5. They are Mediated Interactive Lecture (MIL) classrooms and Learning Resource Centers (LRCs). Classrooms are scheduled and assigned on a weekly basis by the Wing Training Department based on class size and media required.

1.4.1 Mediated Interactive Lecture (MIL). A MIL classroom contains a podium instructor computer station connected to an overhead projector and the CNATRA Training Network (TRANET). It is also referred to as an Electronic Classroom (EC)although at TRAWING Five, these rooms do not have computers at the student stations and is used for mediated interactive lectures or lectures without electronic interface. TW5 MIL classrooms are available for student use as quiet study areas when they are not otherwise in use. There are nine MIL configured classrooms.

Learning Resource Center (LRC). The LRC classroom contains individual student stations where TRAWING FIVE students and instructors access curriculum Computer Aided Instruction (CAI) lessons. These lessons are Interactive Courseware (ICW) and are presented directly to the student. Instructor supervision within the LRC includes provision of answers to student's technical questions concerning their assigned lessons and assisting the students when technical problems arise within the student management system that launches the courseware and tracks their progress. LRC Instructors shall also be available to assist GTN lab students with password resets and completion certificate printing. The GTN Lab is classroom 29, building 2946. Additionally, classroom 12 is the Joint Mission Planning System (JMPS) lab. The GTN and JMPS labs support helicopter training and are not technically LRCs.

NOTE: Classroom instructor computers and LRC computers are connected to the CNATRA TRANET and run the automated student management system known as Training Integration Management System (TIMS) or its replacement. CIS personnel functioning as classroom instructors and LRC monitors must be

knowledgeable in the functionality of this system and be able to solve minor issues or direct the student to the appropriate entity to resolve problems he or she may encounter.

Bldg #	Room #	Student Stations	Equipment & Capability	Availability
2946	13	53	TIMS	0600-2200 M-F & 1400-1900 Sunday (CI manned 0600-1700 M-F only)
2946	29	21	GTN-650 Device	0600-2200 M-F (CI manned 0600-1700 M-F in LRC only)
2946	12	20	JMPS Laptops	24/7 as needed by SNAs

1.4.2 Typical Classroom Instruction. The student roster, CNATRA form 1500/45 shall be used to document the course completion record. The instructor shall use the government approved lesson plan to teach the course. The instructor shall conclude the lesson(s) with a check for understanding. At the end of each day's instruction, the instructor shall answer students' questions to clarify any portion of the instruction not clear. The instructor shall also ensure student critique sheets or on-line critiques are completed when required and forwarded to the CNATRA Detachment (DET).

1.4.3 Curriculum Coordinator responsibilities. The Curriculum Coordinator (CC) at each CNATRA training site is responsible for addressing issues related to training material. The CC reports to the GTO who, in-turn, reports to the CNATRA N7 Pipeline Training Officer (PTO).

1.5 Curriculum. The following CNATRA instructions are required for T-6B training at NAS Whiting Field:

a. 1542.53 Series Aero Medicine Specialist Indoctrination
b. 1542.166 Series T-6B Joint Primary Pilot Training
c. 1542.165 Series T-6B Primary Flight Instructor Training

1.6 CIS Schedule/Primary Responsibility Parameters.

Hours Per week (HPW)*	Device Availability	Window of CI Operations **
1790	0600-2200 M-F (16 hrs.)	0530-2230 M-F (17 hrs.)
1730	0600-2200 M-F (16 hrs.)	0530-2230 M-F (17 hrs.)
1670	0600-2200 M-F (16 hrs.)	0530-2230 M-F (17 hrs.)
1610	0600-2200 M-F (16 hrs.)	0530-2230 M-F (17 hrs.)
1570	0600-2200 M-F (16 hrs.)	0530-2230 M-F (17 hrs.)

* Hours of instruction per day will be an even distribution of approved HPW to a five-day work week, with up to 15% variation required. For example, if 500 are the instructional hours per week contracted for, the average hours

per day would be 100. Given the maximum amount of variation allowed, the contractor may be required to instruct up to 115 hours on a given day (with anything over 115 being Additional Instruction Time(AIT)). Also, a total of 500 hours (plus carryover hours if available, Addendum B 5.6) cannot be exceeded for the week without use of AIT. In the event additional instruction hours are needed in excess of the exercised stepladder, the Government will utilize AIT IAW Addendum B Part 5.8 and Section G of the FTSS IV Basic Contract.

** Window of CI operations may be adjusted per Addendum B, paragraph 5.4. The window of CI operations may change during the course of the Task Order (TO).

1.7 Government provided admin spaces (for the Contractor).

BLDG 3005	
CIS Scheduling Office/Site Manager's Office	room 109A
CIS Instructor Lounge	room 207

2.0 CONTRACT INSTRUCTOR QUALIFICATIONS AND CERTIFICATIONS.

2.1 Qualifications. T-6B Contract Instructor (CI) Qualifications:

a. Be a former or reserve military aviator.
b. Have logged a minimum of one thousand five hundred (1500) flying hours.
c. Must have a bachelor's degree.
d. Preferably, a CI could be, or has been, a T-6B Naval Air Training and Operating Procedures Standardization (NATOPS) qualified pilot or has been a T-6B simulator instructor within the preceding five (5) years. It is desired that a CIP has at least one deployed fleet tour and T-6B flight experience to provide a reasonable amount of creditability for the CIP.
e. The contractor may request waivers from the Government regarding any of the above qualifications for an individual on a case-by-case basis. The ACO through coordination with the GTO will decide whether to approve or disapprove such a request.

2.2 Certifications. A CI must successfully complete the T-6B NATOPS open book, closed book, and boldface exams. A CI must understand T-6B mission, crew procedures, appropriate Ground, Contact, Basic Instrument and Radio Instrument Precision Acrobatics, and Form Flight Training Instructions. In order to qualify as a classroom instructor, the Contract Instructor Under Training must monitor one full course and then instruct two full courses while being monitored by a qualified CIS Ground School Instructor certified in that subject area. The contractor will coordinate with the GTO if the Contract Instructor Under Training wants to monitor an additional course before instructing the two full courses in order to be certified. The Contract Instructor Under Training will be monitored by a qualified representative of the Government whom will sign the instructor off as qualified. This Government representative can be a Wing STAN officer or the Wing Instructional Systems Specialist.

3.0 TRAINING.

3.1 Initial Training. The Government will provide the following training as necessary and applicable. Training may be provided in the following areas:

a. Standard Operating Procedures (SOPs);
b. Course Rules;
c. NATOPS;
d. Aircraft Systems;
e. Syllabus Standardization;
f. Grading Criteria;
g. Basic Simulator Operating Procedures (SOPs);
h. Flight Instructor Training Course (FITC)
i. Crew Resource Management (CRM)
j. Training Integration Management (TIMS) or its replacement

3.2 Annual Training requirements/Standardization Checks. The contractor is responsible for maintaining currency of qualifications in accordance with (IAW) paragraph 4.5.3 of Addendum B (PWS) except as modified below for TW-5.

3.2.1 CLASSROOM EVENTS. In order to maintain currency, each Academic CI must teach an academic course at least once a month. For those cases where the course is taught less frequently, the TRAWING site GTO may approve the course being taught at a frequency as to allow a CI to maintain currency.

4.0 CI REQUIREMENTS.

4.1 Instruct all simulator events listed in Master Curriculum Guide (MCG). The Contractor shall be responsible for teaching all simulator-events stated in each applicable Curriculum Guide.

4.2 Instruct the classroom events broken out by MCG. The Contractor shall be responsible for conducting the classroom events listed in the following tables:

1542.166	PR0101	INTRODUCTION TO OPERATING SYSTEMS	MIL	1 per week
1542.166	PR0106	HANDLING EMERGENCY PROCEDURES	MIL	1 per week
1542.166	PR0112	EMERGENCY PROCEDURES REVIEW	MIL	1 per week
1542.166	SY0101	INTRODUCTION TO T-6B SYSTEMS	MIL	1 per week
1542.166	SY0102	AIRCRAFT SYSTEMS TOUR(2 CIs)	T-6	1 per week
1542.166	SY0106	SYSTEMS REVIEW 1	MIL	1 per week
1542.166	SY0115	SYSTEMS REVIEW 2	MIL	1 per week
1542.166_	SY0116	T-6B COCKPIT FAMILIARIZATION 1 (2 CIs)	UTD	1 per week
1542.166	SY0203	ELECTRICS AND FUEL REVIEW	MIL	1 per week
1542.166	SY0206	PROPULSION REVIEW	MIL	1 per week
1542.166_	SY0211	T-6B COCKPIT FAMILIARIZATION 2 (2 CIs)	UTD	1 per week
1542.166	SY0212	SYSTEMS REVIEW 3	MIL	1 per week
1542.166	C1107	CONTACT REVIEW 1	MIL	1 per week
1542.166	C1205	CONTACT REVIEW 2	MIL	1 per week
1542.166	IN1104	BASIC INSTRUMENTS REVIEW	MIL	1 per week
1542.166_	IN1106	RADIO INSTRUMENT MANEUVER REVIEW	MIL	1 per week
1542.166	IN1201	ADVANCED INSTRUMENT REVIEW	MIL	1 per week
1542.166	IN1205	INSTRUMENTS REVIEW 1	MIL	1 per week
1542.166	IN1208	INSTRUMENTS REVIEW 2	MIL	1 per week
1542.166	IN1212	INSTRUMENTS REVIEW 3	MIL	1 per week
1542.166	IN1213	INSTRUMENTS REVIEW 4	MIL	1 per week
1542.166	IN1214	METEOROLOGY (B)	MIL	1 per week
1542.166	IN1304	IFR NAVIGATION REVIEW	MIL	1 per week
1542.166	IN1305	IFR MISSION PLANNING LAB 1	MIL	1 per week
1542.166	IN1306	IFR MISSION PLANNING LAB 2	MIL	1 per week
1542.166	NA1105	VFR NAVIGATION REVIEW	MIL	1 per week
1542.166	NA1106	VFR NAVIGATION PLANNING LAB	MIL	1 per week
1542.166	LL1102	LOW-LEVEL PLANNING LAB	MIL	1 per week
1542.166	G0103	AVIATION SAFETY PROGRAM	MIL	1 per week
1542.166	G0107	WHEELS WATCH	MIL	1 per week
1542.166	G0108	CURRICULUM BRIEF (JPPT)	MIL	1 per week
1542.166	G0601 & G0690	Instructor Instrument Ground School/IRATS plus Exam	MIL	2 per month

SY0211, SY0102, SY0116 require two CIs per class.
LL1102, LOW-LEVEL PLANNING LAB is not normally scheduled.

Also, Contract instructors may be assigned to instruct additional courses as identified by the Wing GTO, approved by CNATRA N7 and accepted by the contractor.

4.3 Provide Instructor(s) for the LRC, as required, during the normal operating hours listed in paragraph 1.4.2. It is the contractor's responsibility to be available to answer questions and to assist the students should they have problems with the content of the ICW, the functionality of the lessons, or the student management system. Contractors can also be assigned SME work during this time.

4.4 Student Training Material. The CI is responsible for ensuring that the content of instruction provided is appropriate to all current and implemented

instructional materials and CNATRA Instructions/Notices. All instructional material is distributed from the Wing via the Training Department. The Wing STAN division normally will be tasked with making sure the contractor has received the latest training materials prior to their implementation.

4.5 CIS Platform Specific Primary Responsibilities. Refer to Addendum B, paragraph 4.3.1.

4.6 CIS Platform Specific Additional Support Responsibilities. All of Addendum B paragraph 4.3.2 applies.

4.7 CIS Platform Specific Collateral Responsibilities. Refer to Addendum B, paragraph 4.3.3. Additionally, the Contractor shall be responsible for unlocking/locking designated external doors of the academic training building (Bldg 2946) M-F, 0600-2230, as directed by the GTO/COR. Contractor shall also ensure ALL classroom lights and projectors in buildings 2946, 3005 and 3125 are turned off at the end of the training day.

4.8 CIS Scheduling - Technical/Training Data. Ground School lectures are scheduled by the Wing Ground Training Officer, or authorized representative, and sent to the Contractor's Scheduling desk. The Wing Ground Training Officer is responsible to oversee both the weekly proposed schedule and the daily CIS tasking by the squadrons under the wing for Simulators and post Ground School Lectures. Wing GTO or designee also assigns or approves classroom spaces for all pre- and post- Ground School lectures taught by the contractor and conducted in the schoolhouse. Simulators are scheduled by the Squadron Schedules Officer and sent to the Contractor's scheduling desk. Normal weekday (M-F) simulators are scheduled the day prior to the event. Weekend simulators are scheduled two days prior to the event. If the schedule exceeds the stepladder hours within this contract, the GTO via the ACO will seek funding in the form of AI hours from CNATRA. The Wing GTO will only intervene on the squadron's daily simulator schedule if there is an unforeseen issue with available funding or if the squadron's scheduling policy is in conflict with the CIS or COMS contract limitations, MCG or Wing SOP.

5.0 Scheduling Authority. The Squadron's or Instructor Training Unit's designated Officer(s) who is appointed by the Commanding Officer/OIC and has the authority to develop and approve their squadron's proposed schedule (simulator/flights).

5.1 TRAWING Scheduling Authority. The TRAWING N7, GTO, CC and the CNATRA Det N4 COR may also at times direct the CIS to conduct training or SME work as outlined in Addendum B.

6.0 CIS Scheduler. The contractor appointed person who has the authority to assign contractor personnel to government scheduled events as submitted by the Squadron's Commanding Officer or designated scheduling authority.

7.0 Scheduling Process. The Contractor is required to deliver the final simulator schedule back to the Scheduling Authorities and Academic Training NLT 1400 on the working day prior for Monday through Friday and by 1600 on Thursdays for Saturday simulators, if conducted (see paragraph 7.1.1 for Saturday scheduling). In order to accomplish that, the following general timelines are established with specific guidance to the Scheduling Authorities provided by appropriate TRAWING FIVE Instructions. Once the Contractor has delivered the final training schedule back to the Government,

it is considered "locked" and changes shall not be made without Contractor concurrence, except as noted in paragraph 7.1.2, below.

7.1 Daily Scheduling Process. The government Scheduling Authorities will establish their schedule requirements relative to simulator training times and deliver the requirements via TIMS to the contractor by 1100 the day prior to utilization. Between 1100 and 1200 the contractor will review the requirements and if necessary, coordinate with the Scheduling Authorities to determine if any requirements can be shifted to provide maximum utilization of instructors and/or devices. Events will not be changed without Scheduling Authority concurrence. The contractor shall verify the schedule requirements by 1200 daily. The Scheduling Authority will designate event times as a designated curriculum event, scheduled practice event or open practice period. Based on government scheduling requirements, the contractor shall determine instructor requirements and schedule instructor(s) to a specific ground-training event as required by the definitions listed below:

a. Curriculum event. Times designated as syllabus events according to the appropriate CNATRA instruction for that device including extra time and re-fly periods due to incomplete or unsatisfactory events. There shall be one instructor for each scheduled event/device.
b. Scheduled practice event. Time scheduled for practice with an instructor for each single event/device.
c. Open Practice Period (OPP). OPP are times designated for student practice not requiring an instructor. However, the government Scheduling Authority may require the presence of an instructor. In addition, the government reserves the right to have one instructor available per type device during OPP's.
d. Quality Assurance and Revalidation (QA&R). The contractor shall provide an instructor to assist with the QA&R in accordance with CNATRAINST 5220.1 series.
e. Safety related simulator events (normally accomplished during safety stand-downs).
f. Classroom instruction for aircraft systems courses, flight support courses, and specific academic courses identified in section 4.2 of this Appendix.

NOTE: Student simulator practice may be substituted during scheduled event times when the scheduled student is a "no show".

7.1.1 Saturday Scheduling Procedures. In order to receive authorization for AI hours for Saturday CIS, the government Scheduling Authorities will establish their schedule requirements relative to Saturday simulator training and deliver the requirements to the contractor not later than 1100 on Thursdays. The contractor will submit to the GTO/N4 detachment COR, by 1200 on the Thursday prior, an estimate of hours required to meet the Scheduling Authorities requirements for Saturday training. Hours requested shall not exceed the limitations on AIT contained in Addendum B Part 5.8 and Section G of the FTSS IV Basic Contract., without contractor concurrence and in no case shall exceed the amount authorized by the ACO. The final schedule shall be published NLT 1600 on Thursdays, following the daily scheduling procedures outlined above.

7.1.2 Schedule Changes. In order to facilitate the completion of the schedule, there will be NO requirement changes after 1100 the day prior (2 days prior for Saturdays) without Contractor and Scheduling Authority concurrence. Provided the assigned simulator instructor has the appropriate

qualifications to conduct the event, squadrons may make administrative changes to the schedule such as substitution of students within block, using TIMS, for specific simulator periods up to the brief time. However, since event or out-of-block changes may affect instructor assignments (IP qualified for BIs but not Instrument Nav) or equipment required (OFT vice UTD), such changes will not be authorized without Contractor concurrence. If contractor personnel are not available to approve the change, Scheduling Authorities should schedule the change pending Contractor final approval at the time of the event, if necessary. If an event requirement cannot be filled or changed, the Scheduling Authority shall cancel it in TIMS with the appropriate reason code.

7.1.3 Scheduling Make-up or Lost Training. Scheduling of Make-up or lost training shall be in accordance with Addendum B, paragraph 5.7

Appendix CIS BE

Primary and Intermediate Student Naval Flight Officer Training System (NFOTS) and Instructor Under Training (IUT) at NAS Pensacola, FL using T-6A devices.

1.0 GENERAL.

1.1 Training Site. Appendix CIS BE specifies the requirements for the instruction of Primary and Intermediate Student Naval Flight Officer (SNFO) and Instructor Under Training (IUT) in T-6A devices at NAS Pensacola, FL. Student NFO (SNFO) training will be provided to U.S. military personnel, foreign military personnel and other government personnel as required utilizing the Naval Flight Officer Training System (NFOTS). T-6A Instructor Pilots (IPs) and Instructor NFOs (INFO) may also receive T-6A IUT training as required.

1.2 Training Devices:

1.2.1 2F207 Device. Unit Training Device (UTD) - The 2F207 devices provide SNFOs and IUTs training in T-6A cockpit familiarization, ground operations, and both normal and emergency operating procedures. The devices consist of a trainee station, an instructor operating station (IOS), and associated computer systems.

1.2.2 2F208 Device. Operational Flight Trainer (OFT) - The 2F208 devices provide SNFOs and IUTs training in T-6A cockpit familiarization, ground operations and both normal and emergency operating procedures. The OFT is used to demonstrate and introduce such tasks as the visual arrival and overhead ("break") pattern procedures, simulated flame-out patterns, visual (day, dusk, night) approaches, visual flight maneuvering, VFR low level routes, day and night formation, instrument navigation, transition to land, circling approach transitions and emergency procedures. The device is capable of simulating day, night and all weather conditions. The T-6A OFT has a canopy structure that represents viewing obstructions in the T-6A aircraft. A fully integrated two-way intra-cockpit communication system (ICS) provides communication for the student and instructor.

1.2.3 2B47 Device. Basic Communication and Instrument Navigation Trainer (CBT) - The 2B47 device provides training for students in communication procedures and airways navigation. The 2B47 suite consists of two identical trainers that are installed in a single room and can support two (2) instructors and up to forty students.

1.2.4 Device Table.

Device Number	Device Type	# of Devices	Standard Mission Length	Brief/Debrief Times (hrs.)	Instructor to student ratio
2F207	UTD	5	1.5	0.5/0.5	1/1
2F208	OFT	2	1.5	0.5/0.5	1/1
2B47	CBT	2	Up to 2 hrs.	Various	1/20

1.2.5 Dynamic Hypoxia Trainer Environics Series 6202 Reduced Oxygen Breathing Device 9A17 (ROBD) - is a portable computerized gas-blending instrument used to produce hypoxic hypoxia by simulating changes in atmospheric pressure as they relate to the partial pressure of mixed atmospheric gases. The ROBD is

used to train aviators in how to recognize the signs and symptoms of hypoxic hypoxia. During training, the device is installed in one of the OFTs and is operated by an Aeromedical Safety Officer (AMSO)/Physiologist or Flight Surgeon. A Contract CI is required to operate the OFT IOS.

1.3 Academic Classrooms.

1.3.1 Typical Classroom Instructional Objectives. The objective of classroom academic ground training is to provide the student with sufficient information to enable performance of ground, flight and emergency procedures that are taught or conducted in the follow-on stages of simulator and flight training.

1.3.2 Typical Instructional Classroom Equipment. Classrooms at TRAWING SIX/NAS Pensacola, FL. are located in building 3258, Griffith Hall. Each classroom is outfitted with the proper equipment to provide the environment and resources necessary for SNFO and IUT instruction. Classrooms are configured to allow a maximum student capacity of 18 per class. Academic Contract Instructors are assigned classes and classrooms via the TW-6 Weekly Academic Schedule; however, these assignments may be changed to accommodate mission requirements.

NOTE: Classrooms are manned by CIS Contract Instructors during scheduled events only.

1.3.3 Typical Classroom Instruction. Academic instruction in Griffith Hall classrooms may be presented as either Interactive Electronic Content (IEC), Computer Assisted Instruction (CAI) or Mediated Interactive Lecture (MIL).

The CIS Contractor shall provide a qualified dedicated Academic Contract Instructor (CI) for every scheduled academic event where one is required. The CI shall be intimately familiar with the lesson material and content, and shall be able to provide subject related explanations when requested by the SNFO or IUT. All CIS Contract Instructors shall use the Training Integrated Management System (TIMS) to ensure that students are properly accounted for and that all lessons are recorded properly (complete/incomplete), including the duration of the lesson and that the appropriate grade is assigned, if required.

1.4 Curriculum. The following CNATRA Master Curriculum Guides are required for T-6A SNFO and IUT training at TRAWING SIX, NAS Pensacola, FL:

a. 1542.162 series Primary NFOTS Curriculum
b. 1542.163 series Intermediate NFOTS Curriculum
c. 1542.154 series Primary/Intermediate T-6A IUT Curriculum
d. 1542.5 series Aerospace Medicine Specialist Indoctrination Curriculum

1.5 CIS Stepladder Hours and Window of Contract Instructor (CI) Operations.

Hourly Stepladder per Week*	Normal Device Availability	Window of CI Operations **
610	0630-1830 M-F	0600-1900 M-F
570	0630-1830 M-F	0600-1900 M-F

530	0630-1830 M-F	0600-1900 M-F
490	0630-1830 M-F	0600-1900 M-F
450	0630-1830 M-F	0600-1900 M-F

* Hours of instruction per day will be an even distribution of approved HPW to a five-day work week, with up to 15% variation required. For example, if 500 are the instructional hours per week contracted for, the average hours per day would be 100. Given the maximum amount of variation allowed, the contractor may be required to instruct up to 115 hours on a given day (with anything over 115 being Additional Instruction Time(AIT)). Also, a total of 500 hours (plus carryover hours if available, Addendum B 5.6) cannot be exceeded for the week without use of AIT. In the event additional instruction hours are needed in excess of the exercised stepladder, the Government will utilize AIT IAW Addendum B Part 5.8 and Section G of the FTSS IV Basic Contract.

** Window of CI operations may be adjusted per Addendum B, paragraph 5.4. The window of CI operations may change during the course of the Task Order (TO).

1.6 Stepladder Hours. The VT-10 Government Scheduling Authority shall have an available allotment of weekly/daily instructional stepladder hours as delineated in the table above.

1.7 Government provided CIS Contractor administrative spaces in the TRAWING SIX Simulator Facility, NAS Pensacola, FL., building 3480.

Instructor Lounge	Room 107
Site Manager's Office	Room 108
Student Brief/Debrief Space/CI Office	Room 110
SME Coordinator/Scheduler's Office	Room 111
Student Brief/Debrief Space/CI Office	Room 112
Instructor Lounge	Mezzanine
Student Brief/Debrief Space	Mezzanine

2.0 CIS CI QUALIFICATIONS AND CERTIFICATIONS.

2.1 Qualifications. The required T-6A Contract Instructor (CI) pre-employment qualifications are:

a. Be a former or reserve military aviator or flight officer.
b. Have logged a minimum of one thousand (1000) flying hours in military aircraft.
c. Possess a bachelor's degree.

Additionally, a prospective CI should be, or have been, a T-6A Naval Air Training and Operating Procedures Standardization (NATOPS) qualified pilot or has been a T-6A simulator instructor within the preceding five (5) years. It is also desired that a prospective CI have at least one deployed fleet tour and associated flight experience to provide a reasonable amount of creditability for the CI.

The contractor may request waivers from the Government regarding any of the above qualifications for an individual on a case-by-case basis. The ACO,

through coordination with the TW-6 Ground Training Officer (GTO), will decide whether to approve or disapprove such a request.

2.2 Coursework and Examinations. A prospective T-6A CI must successfully complete the applicable CAIs, MILs, NATOPS open and closed book exams, and a boldface Emergency Procedures exam. A prospective T-6A CI must also complete the applicable stage exam, if any, for each course of instruction in which the CI will instruct.

2.3 Standardization Check-Ride. A prospective T-6A CI must successfully pass a simulator Standardization Check-Ride. This 'Stan' check-ride shall be given during an applicable student event. The prospective T-6A CI shall instruct the event and the Stan Check Instructor shall monitor and grade the CI's performance.

2.4 Initial Certification. Upon successful completion of the items in paragraph 2.2 and 2.3, the prospective T-6A CI shall be designated a T-6A simulator instructor. T-6A Academic CI qualification shall be awarded as outlined in Addendum B, section 4.5.3.2. These qualifications expire on the last day of that month plus one year from date of issue.

2.5 Re-certification. After initial certification, all T-6A simulator and Academic CI's must complete the requirements of paragraph 2.3 and 2.4 annually as detailed in Addendum B, section 4.5.3, Currency of Instruction.

3.0 INITIAL TRAINING.

3.1 Initial Government Provided Training. The Government shall provide training in all applicable areas as necessary. This may include training in the following:

a. Standard Operating Procedures (SOPs)
b. Course Rules
c. NATOPS and Crew Resource Management (CRM)
d. Aircraft Systems
e. Syllabus Standardization
f. Grading Criteria
g. Basic Simulator Operating Procedures
h. Flight Instructor Training Course (FITC)

4.0 REQUIREMENTS.

4.1 CIS Simulator Instructional Requirements. The CIS Contractor shall be responsible for conducting all T-6A student and IUT MCG simulator events as outlined in the following table:

SIM Events	Avg. Class Size	Duration	Events Per Student	Frequency	Current/ New
T-6A/1542.162 Series (Primary 1 & 2 NFOTS)					
T-6A Contact C2101-C2103 (Pri 1)	14	2.5 per event Brief 0.5 Event 1.5 Debrief 0.5	3	Every Two Weeks	Current

T-6A INAV 1 I3101-I3209 (Pri 1)	14	2.5 per event Brief 0.5 Event 1.5 Debrief 0.5	9	Every Two Weeks	Current
T-6A VNAV N3101, N3202 (Pri 1)	14	2.5 per event Brief 0.5 Event 1.5 Debrief 0.5	2	Every Two Weeks	Current
T-6A INAV 2 I3201-I3202 (Pri 2)	8	2.5 per event Brief 0.5 Event 1.5 Debrief 0.5	2	Every Two Weeks	Current
T-6A Section Fundamentals F3101 (Pri 2)	8	2.5 per event Brief 0.5 Event 1.5 Debrief 0.5	1	Every Two Weeks	Current
T6-A/1542.154 Series (IUT)					
T-6A Contact Q3101-Q3104	Varies	2.5 per event Brief 0.5/Event 1.5/De-Brief 0.5)	4	Monthly	Current
T-6A Instrument I2101-I2102	Varies	2.5 per event Brief 0.5/Event 1.5/De-Brief 0.5)	2	Monthly	Current
T-6A NATOPS Q3201-Q3202	Varies	2.5 per event Brief 0.5 Event 1.5 Debrief 0.5	2	Monthly	Current
T-6A Annual Emergency Procedures Trainer Q3301	Varies	2.5 per event Brief 0.5/Event 1.5/De-Brief 0.5)	1	Monthly	Current
T-6A VNAV Upgrade N3101	Varies	2.5 per event Brief 0.5/Event 1.5/De-Brief 0.5)	Varies	Monthly	Current

4.2 CIS Academic Instructional Requirements. The CIS Contractor shall be responsible for conducting all student MCG classroom events outlined in the following table:

Academic Events	Avg. Class Size	Duration	Frequency	Current/ New

T6-A/1542.162 Series (Primary 1 & 2 NFOTS)				
Student Welcome Aboard	14	0.5 hours	Every Two Weeks	Current
METRO, Systems, NATOPS PR, Instruments, INAV FLT PREP, CRM, COMM 1, Contact, MNTS, Flight Planning, VNAV/FORM Prep	14	Total Hours 276.5	Every Two Weeks	Current
T6-A/1542.163 Series (Intermediate NFOTS)				
T-6A Section VNAV	Varies	16.0 Hours	Every Two Weeks	
Miscellaneous Non-MCG Events				
FITC	Varies	3-Day Course Day 1 0730-1630 Days 2/3 0745-1630	Monthly or as directed	Current
IGS for Instructors-METRO/IGS	Varies	4.5 Hours	Twice a Month	Current

4.3 Miscellaneous CIS Instructional Requirements. There is also an infrequent demand for NASA Mission Specialist and Aerospace Medicine Specialist training. All course content is currently contained in the respective MCGs and is available for instruction when needed.

4.4 Other duties/responsibilities. See Addendum B, section 4.3.

4.5 Student Training Material. The Academic CI is responsible for ensuring that the content of instruction provided is appropriate to all current and implemented instructional materials as well as all CNATRA Instructions and Notices. All required NFOTS and IUT training materials are available at Book Issue in Griffith Hall, NAS Pensacola, FL., building 3258. The TRAWING SIX Training and Standardization department shall be responsible for ensuring the CIS Contractor has received the latest training materials upon their release.

4.6 CIS Platform Specific Primary Responsibilities. Refer to Addendum B, Section 4.3.1

4.7 CIS Platform Specific Additional Support Responsibilities. Refer to Addendum B, Section 4.3.2

4.8 CIS Platform Specific Collateral Responsibilities. Refer to Addendum B, Section 4.3.3

5.0 SCHEDULING.

5.1 Academic Ground School. The TRAWING SIX Academic Ground School is scheduled by the TRAWING SIX GTO via the CIS Academic Schedules Clerk and is sent to the Government Scheduling Authority and the CIS Contractor's

scheduling desks on a weekly basis. Refer to Addendum B, Section 5 for further details.

5.2 Government Scheduling Authority. The Government Scheduling Authority, defined in Addendum B, Section 2, shall be Training Squadron TEN (VT-10) designated officers or civilian employees who are appointed by the VT-10 Commanding Officer and have the authority to develop, modify and approve the VT-10 Flight Schedule which contains all VT-10 academic, simulator and flight events.

5.3 Simulator Schedule. VT-10 daily simulator events are scheduled IAW Addendum B, Section 5. Any deviations from this will be agreed to by both parties, and shall be coordinated through the TRAWING SIX GTO. It is in the best interest of all parties for Government to work closely with the CIS Contractor to ensure the most effective and efficient utilization of simulator and CI assets. To affect the most efficient use of these assets, interaction and coordination between the VT-10 Operations and Schedules departments and the CIS contract schedulers will be required. Additionally, unless the CIS Contractor agrees in advance, the CIS Contractor shall only be responsible for providing one simulator schedule per day. If the CIS Contactor agrees to produce advanced simulator schedules, the CIS Contractor shall not be held responsible for deviations beyond their control.

5.4 Proposed Student Training Schedules. The VT-10 Government Scheduling Authority shall provide the CIS Contractor with both a Proposed Weekly Estimate of requirements (Projections) and a daily simulator training schedule as outlined in Addendum B, Section 5.

5.4.1 Proposed weekly Estimate. The proposed weekly estimate of training requirements is to be used for planning purposes and shall be provided by the VT-10 Government Scheduling Authority to the CIS Contractor schedules desk NLT 1200 (L) on the second to last Government work day preceding the first day of the period covered by the proposed scheduled week of training.

5.4.2 Daily Simulator Scheduling Process. To begin the daily scheduling process, the VT-10 Government Scheduling Authority shall provide the CIS Contractor the daily simulator training requirements consisting of the number and type of training events required. This shall be provided by the VT-10 Government Scheduling Authority to the CIS Contractor's scheduling desk NLT 1000 (L) the day prior to the scheduled training day. The CIS Contractor's scheduling desk shall then use these requirements to generate a proposed outline of the scheduled training day to include each event type, event time, specific device (UTD or OFT by number) and assigned CI. The CIS Contractor shall then return this outline to the VT-10 Government Scheduling Authority NLT 1300 (L). The VT-10 Government Scheduling Authority shall then use these inputs to generate a complete training schedule, including the student name, in TIMS NLT 1500 (L) thereby completing the daily scheduling process.

During this process, the VT-10 Government Scheduling Authority may request changes to the daily training requirements after 1000 (L), NLT 1500 (L), provided such changes fall within the CIS scheduling parameters cited in Addendum B. Additionally, the VT-10 Government Scheduling Authority shall be allowed to make administrative changes to the completed TIMS schedule after 1500 (L) of the working day prior to the training day being scheduled, given that the desired change(s) shall not change the total number of simulator

events required for the next day, the start or stop times of the first and last simulator events, the CI Windows of Operations, the qualification requirements of the CI assigned to the event, or the training device being utilized. Any CIS requirements exceeding authorized HPD/HPW, thereby resulting in the need for Additional Instruction, shall not be scheduled without prior coordination with, and approval from, the TRAWING SIX GTO.

5.5 Daily Schedule Execution. During the scheduled training day, individual daily scheduled CIS events may be changed by the VT-10 Government Scheduling Authority IAW Addendum B, Section 5.3.2.3, and provided the T-6A CI asset qualifications required are the same as those that were originally required and scheduled for that training event. Any changes to CIS requirements exceeding authorized HPD/HPW, thereby resulting in the need for Additional Instruction, shall not be executed without prior coordination with, and approval from, the TRAWING SIX GTO. Refer to Addendum B, Section 5 for additional information.

NOTE: Unplanned events, such as Squadron AOM's, Safety Pauses and Squadron recreational events, that limit the training day, may reduce the number of simulator training events available to the Squadron that day. It is in Government's best interest to minimize events that limit the SNFO's training day.

Appendix CIS BF

Advanced Strike Fighter Naval Flight Officer Training System (NFOTS) at NAS Pensacola, FL using T-45C VMTS devices.

1.0 GENERAL.

1.1 Training Site. Appendix CIS BF specifies the requirements for the instruction of Advanced Strike Fighter Student Naval Flight Officer (SNFO) and Instructor Under Training (IUT) in T-45C VMTS devices at NAS Pensacola, FL. SNFO training will be provided to U.S. military personnel, foreign military personnel and other government personnel as required utilizing the Naval Flight Officer Training System (NFOTS). T-45C VMTS Instructor Pilots (IPs) and NFOs (INFO) may also receive T-45 VMTS IUT training as required.

1.2 Training Devices:

1.2.1 2F205A Device. Operational Flight Trainer (OFT) - The 2F205A devices provide realistic training in the rear cockpit of a VMTS modified T-45C for student NFO's and Instructor's Under Training (IUT's). The device consists of a T-45C rear cockpit modified with a Right Hand Controller (RHC), Instructor Operating Station (IOS) in close proximity to the student trainee position, an Interactive Bogey Station (IBS), and an Observer Station (OS). The 2F205A provides training in aircraft familiarization, normal and emergency procedures, ground operations, instrument and airways navigation procedures, CV operations, formation and low level flight procedures, Close Air Support (CAS), Air-to-Ground (A/G) tactics and procedures, and All Weather Intercept (AWI) tactics and procedures. The device is capable of simulating day, night and all weather conditions. A visual field-of-view commensurate with these tasks is provided. The 2F205A cockpit configuration is an exact replica of the T-45C VMTS aircraft rear cockpit. It has a canopy structure that represents viewing obstructions present in the rear seat of the aircraft. A fully integrated two-way intra-cockpit communication system (ICS) provides communication for the student and instructor.

1.2.2 Cockpit Orientation Trainer (COT). The 2C80 Cockpit Orientation Trainer is an authentic reproduction of the T-45C VMTS aircraft rear cockpit depicting the lines of the actual aircraft cockpit and includes the VMTS Right Hand Controller. The trainer instrumentation, indicators, controls, and other cockpit devices are actual or simulated aircraft equipment but do not control or operate the trainer. The device provides basic orientation and a static training aid for learning instrument and switch locations, and to practice procedures.

1.2.3 Device Table.

Device Number	Device Type	# of Devices	Standard Mission Length*	Brief/Debrief Times (hrs.)	Instructor to student ratio
2F205A	OFT	2	1.5	0.5/0.5	1/1
2F205A	OFT	4	2.0	0.0/0.0	1/1

*NOTE: a 0.5 hour brief, a 1.5 hour event and a 0.5 hour debrief are standard mission lengths for FAM, EP, BFM, and most IUT sim events. All Strike, CAS and AWI sim events are 2.0 hour events and do not require dedicated CI for the brief or debrief.

1.2.4 Dynamic Hypoxia Trainer Environics Series 6202 Reduced Oxygen Breathing Device 9A17 (ROBD) - is a portable computerized gas-blending instrument used to produce hypoxic hypoxia by simulating changes in atmospheric pressure as they relate to the partial pressure of mixed atmospheric gases. The ROBD is used to train aviators in how to recognize the signs and symptoms of hypoxic hypoxia. During training, the device is installed in one of the OFTs and is operated by an Aeromedical Safety Officer (AMSO)/Physiologist or Flight Surgeon. A Contract CI is required to operate the OFT IOS.

1.3 Academic Classrooms.

1.3.1 Typical Classroom Instructional Objectives. The objective of classroom academic ground training in the classroom is to provide the student with sufficient information to enable performance of ground, flight and emergency procedures that are taught or conducted in the follow-on stages of simulator and flight training.

1.3.2 Typical Instructional Classroom Equipment. Classrooms at TRAWING SIX/NAS Pensacola, FL are located in building 3258, Griffith Hall. Each classroom is outfitted with the proper equipment to provide the environment and resources necessary for SNFO and IUT instruction. Classrooms are configured to allow a maximum student capacity of 18 per class. Academic Contract Instructors are assigned classes and classrooms via the TW-6 Weekly Academic Schedule; however, these assignments may be changed to accommodate mission requirements.

NOTE: Classrooms are manned by CIS Contract Instructors during scheduled events only.

1.3.3 Typical Classroom Instruction. Academic instruction in Griffith Hall classrooms may be presented as either Interactive Electronic Content (IEC), Computer Assisted Instruction (CAI)or Mediated Interactive Lecture (MIL).

The CIS Contractor shall provide a qualified dedicated Academic Contract Instructor (CI) for every scheduled academic event where one is required. The CI shall be intimately familiar with the lesson material and content, and shall be able to provide subject related explanations when requested by the SNFO or IUT. All CIS Contract Instructors shall use the Training Integrated Management System (TIMS) to ensure that students are properly accounted for and that all lessons are recorded properly (complete/incomplete), including the duration of the lesson and that the appropriate grade is assigned, if required.

1.4 Curriculum. The following CNATRA Master Curriculum Guides are required for T-45C VMTS SNFO and IUT training at TRAWING SIX, NAS Pensacola, FL:

a. 1542.164 series Advanced Strike Fighter NFOTS Training Curriculum
b. 1542.169 series T45C NATOPS Instructor Under Training (IUT) Curriculum
c. 1542.174 series Advanced Multi-Service Pilot/INFO IUT training Curriculum

1.5 CIS Stepladder Hours and Window of Contract Instructor (CI) Operations.

Hourly Stepladder per Week	Device Availability	Window of CI Operations*
500	0630-1830 M-F	0600-1900 M-F
460	0630-1830 M-F	0600-1900 M-F
420	0630-1830 M-F	0600-1900 M-F
380	0630-1830 M-F	0600-1900 M-F
340	0630-1830 M-F	0600-1900 M-F

*** Hours of instruction per day will be an even distribution of approved HPW to a five-day work week, with up to 15% variation required. For example, if 500 are the instructional hours per week contracted for, the average hours per day would be 100. Given the maximum amount of variation allowed, the contractor may be required to instruct up to 115 hours on a given day (with anything over 115 being Additional Instruction Time(AIT)). Also, a total of 500 hours (plus carryover hours if available, Addendum B 5.6) cannot be exceeded for the week without use of AIT. In the event additional instruction hours are needed in excess of the exercised stepladder, the Government will utilize AIT IAW Addendum B Part 5.8 and Section G of the FTSS IV Basic Contract.**

** Window of CI operations may be adjusted per Addendum B, paragraph 5.4. The window of CI operations may change during the course of the Task Order (TO).

1.6 Stepladder Hours. The VT-86 Government Scheduling Authority shall have an available allotment of weekly/daily instructional stepladder hours as delineated in the table above.

1.7 Government provided CIS Contractor administrative spaces in the TRAWING SIX Simulator Facility, NAS Pensacola, FL., building 3480.

Instructor Lounge	Room 107
Site Manager's Office	Room 108
Student Brief/Debrief Space/CI Office	Room 110
SME Coordinator/Scheduler's Office	Room 111
Student Brief/Debrief Space/CI Office	Room 112
Instructor Lounge	Mezzanine
Student Brief/Debrief Space	Mezzanine

2.0 CIS CI QUALIFICATIONS AND CERTIFICATIONS.

2.1 Prerequisite Qualifications. The required T-45C VMTS Contract Instructor (CI) pre-employment qualifications are:

a. Be a former or reserve military aviator or flight officer of a tactical or strike pipeline jet aircraft.
b. Possess a minimum of 1,000 flight hours in military aircraft, of which 800 hours must be in a tactical jet or strike pipeline jet aircraft.
c. Possess a bachelor's degree.

Additionally, advanced qualifications and the most current fleet tactical experience shall be heavily weighted in the selection process. At a minimum, a prospective CI should be, or have been a T-45C Naval Air Training and Operating Procedures Standardization (NATOPS) qualified pilot or has been a

T-45C simulator instructor within the preceding five (5) years. It is also desired that a prospective CI have at least one deployed fleet tour and associated flight experience to provide a reasonable amount of creditability for the CI.

The contractor may request waivers from the Government regarding any of the above qualifications for an individual on a case by case basis. The ACO, through coordination with the TW-6 Ground Training Officer (GTO), will decide whether to approve or disapprove such a request.

2.2 Coursework and Examinations. A prospective CIS T-45C VMTS CI must successfully complete the applicable CAIs, MILs, NATOPS open and closed book exams, and a boldface Emergency Procedures exam. A prospective T-45C VMTS CI must also complete the applicable stage exam, if any, for each course of instruction in which the CI will instruct.

2.3 Standardization Check-Ride Qualifications. Due to the design of the T-45C VMTS OFT and the requirements of the NFOTS Advanced Strike-Fighter syllabus, a prospective T-45C VMTS CI must demonstrate the in-flight pilot skills and abilities in line with a Strike-Fighter Tactics Level III, or higher, pilot. To meet the standard, a prospective T-45C VMTS CI must pass a simulator Standardization Check-Ride given by a designated Standardization Check Instructor during an applicable student event. This event shall be conducted IAW the Advanced Strike Fighter NFOTS IUT Master Curriculum Guide for the qualification desired. The skills required to earn qualification must be demonstrated using the T-45C VMTS OFT joystick, throttle and HOTAS located at the IOS. Examples of these required skills for each stage are as follows:

a. Contact qualification: Aerobatics, unusual attitudes, course rules recovery, visual landing pattern, straight-in PA, overhead PA, touch-and-go to low key transition, short field arrestment;
b. Air-to-Air qualification: Offset, Crank, Notch, turn in from notch or from cold, out maneuver, merge, engaged maneuvers of 180 degrees of turn, tac-admin for setup requirements to conduct intercepts;
c. Low Altitude Training qualification: Tactical turns, in-place turns, level turns, guns jink, level beam, shackle, low altitude pop-attack to weapons delivery, safe escape maneuver, ridge-line crossings;
d. Close Air Support qualification: Level roll-in attack to weapons delivery, safe escape maneuver, TOT control, CAS holding, immediate re-attack, off target rendezvous, lead change;
e. Air to Ground qualification: Level PGM attack, radar offset, 45 and 30 degree dive bombing pattern to deliver a weapon in parameters on planned and unplanned targets, safe escape maneuver, rendezvous;
f. Carrier Operations qualification: Case 1 marshal holding, Case 3 marshal holding, "Charlie", carrier break, carrier landing pattern, catapult launch, Case 1 departure, Case 3 departure, CV1 approach.

2.4 Initial Certification. Upon successful completion of the items in paragraph 2.2 and 2.3, the prospective T-45C VMTS CI shall be designated a T-45C VMTS simulator instructor. T-45C VMTS Academic CI qualification shall be awarded as outlined in Addendum B, Section 4.5.3.2. These qualifications expire on the last day of that month plus one year from date of issue.

2.5 Re-certification. After initial certification, all T-45C VMTS simulator and Academic CI's must complete the requirements of paragraph 2.3 and 2.4 annually as detailed in Addendum B, Section 4.5.3, Currency of Instruction.

3.0 INITIAL TRAINING.

3.1 Initial Government Provided Training. The Government shall provide a prospective CI training in all applicable areas as necessary. This may include training in the following:

a. Standard Operating Procedures (SOPs)
b. Course Rules
c. NATOPS and Crew Resource Management (CRM)
d. Aircraft Systems
e. Syllabus Standardization
f. Grading Criteria
g. Basic Simulator Operating Procedures
h. Flight Instructor Training Course (FITC)

4.0 REQUIREMENTS.

4.1 CIS Simulator Instructional Requirements. The CIS Contractor shall be responsible for conducting all T-45C VMTS student and IUT MCG simulator events as outlined in the following table:

T-45C VMTS/1542.164 series (SNFO Advanced Strike/Fighter NFOTS)					
SIM Events	**Avg. Class Size**	**Duration (hrs.)**	**Events Per Student**	**Frequency**	**Current/ New**
T-45C Fam F3101-F3104; F3201-F3205; F3301-F3304	6	2.5 per event Brief: 0.5 Event: 1.5 Debrief: 0.5	13	Every Two Weeks	Current
T-45C Strike STK3101-STK3106; STK3201-STK3205	6	2.0 per event: No CI Brief/Debrief time required	11	Every Two Weeks	Current
T-45C CAS CAS3101-CAS3104	6	2.0 per event: No CI Brief/Debrief time required	4	Every Two Weeks	Current
T-45C BFM BFM3101	6	2.0 per event: No CI Brief/Debrief time required	1	Every Two Weeks	Current
T-45C AWI AWI3101-AWI3107; AWI3201-AWI3206; AWI3301-AWI3302	6	2.0 per event: No CI Brief/Debrief time required	15	Every Two Weeks	Current

T-45C VMTS/1542.169 Series NATOPS (Advanced Strike/Fighter IUT)					
SIM Events	Avg. Class Size	Duration (hrs.)	Events Per Student	Frequency	Current/ New
T-45C Pilot NATOPS NA3101-3103 NA3201-3202 NA3301 NA3401 NA3501 NA3590 NA3690	2	2.5 per event Brief: 0.5 Event: 1.5 Debrief: 0.5	10	Monthly	Current
T-45C NFO NATOPS NA3101-3103 NA3201-3202 NA3301 NA3590	2	2.5 per event Brief: 0.5 Event: 1.5 Debrief: 0.5	7	Monthly	Current

T-45C VMTS/1542.174 Series (NFO Advanced Strike/Fighter IUT)					
SIM Events	Avg. Class Size	Duration (hrs.)	Events Per Student	Frequency	Current/ New
T-45C Strike STK3001-STK3003 STK3290*	2	2.0 per event: No CI Brief/Debrief time required	4	Monthly	Current
T-45C AWI AWI3101-AWI3117 AWI3290*	2	2.0 per event: No CI Brief/Debrief time required	5	Monthly	Current
T-45C CAS CAS3101-CAS3108 CAS3290*	2	2.0 per event: No CI Brief/Debrief time required	1	Monthly	Current
T-45C Semi-annual NATOPS EP: C3390*	3	2.5 per event Brief: 0.5 Event: 1.5 Debrief: 0.5	1	Monthly	Current

T-45C VMTS/1542.174 Series (Pilot Advanced Strike/Fighter IUT)					
SIM Events	Avg. Class Size	Duration (hrs.)	Events Per Student	Frequency	Current/ New
T-45C Pilot Strike	2	2.0 per event: No CI	3	Monthly	Current

STK3103 STK3110 STK3115		Brief/Debrief time required			
T-45C Pilot CAS CAS3001	2	2.0 per event: No CI Brief/Debrief time required	1	Monthly	Current
T-45C Pilot BFM BFM3001	2	2.0 per event: No CI Brief/Debrief time required	1	Monthly	Current
T-45C Pilot AWI AWI3001-3003	3	2.0 per event: No CI Brief/Debrief time required	3	Monthly	Current
T-45C Annual NATOPS EP: C3390*	3	2.5 per event Brief: 0.5 Event: 1.5 Debrief: 0.5	1	Monthly	Current

NOTES:
1. CI required to instruct and operate console for C3201-C3206/C3390
2. CI & Military Instructor required for all Strike/AWI/CAS events
3. Events are end of stage check rides and will also be required by the military instructor to be taken annually to maintain currency; there are approximately 30 INFO check rides per year.

4.2 CIS Academic Instructional Requirements. The CIS contractor shall be responsible for conducting all student MCG classroom events outlined in the following table:

Academic Events	Avg. Class Size	Duration	Frequency	Current/ New
T-45C VMTS/1542.164 Series (Advanced Strike/Fighter NFOTS)				
T-45C Student Academics	6	63.75 Hours	Every two weeks	Current
T-45C VMTS/1542.169 Series (IP & INFO Advanced Strike/Fighter IUT)				
T-45C IUT Academics*	6	8.5 Hours	Every Two Weeks	Current

*Note: T-45C VMTS IUTs and student NFOs will complete the academic portion of their syllabi at the same time and in the same classroom(s), except where not allowed by MCG or as noted on the TW-6 Academic Ground Training Schedule.

4.3 Miscellaneous CIS Instructional Requirements. There are no miscellaneous instructional requirements for T-45 VMTS. Government reserves the right to modify this Section as required.

4.4 Other duties/responsibilities. See Addendum B, Section 4.3.

4.5 Student Training Material. The Academic CI is responsible for ensuring that the content of instruction provided is appropriate to all current and implemented instructional materials as well as all CNATRA Instructions and Notices. All required NFOTS and IUT training materials are available at Book Issue in Griffith Hall, NAS Pensacola, FL., building 3258. The TRAWING SIX Training and Standardization department shall be responsible for ensuring the CIS contractor has received the latest training materials upon their release.

4.6 CIS Platform Specific Primary Responsibilities. Refer to Addendum B, Section 4.3.1

4.7 CIS Platform Specific Additional Support Responsibilities. Refer to Addendum B, Section 4.3.2

4.8 CIS Platform Specific Collateral Responsibilities. Refer to Addendum B, Section 4.3.3

5.0 SCHEDULING.

5.1 Academic Ground School. The TRAWING SIX Academic Ground School is scheduled by the TRAWING SIX GTO via the CIS Academic Schedules Clerk and is sent to the Government Scheduling Authority and the CIS contractor's scheduling desks on a weekly basis. Refer to Addendum B, Section 5 for further details.

5.2 Government Scheduling Authority. The Government Scheduling Authority, defined in Addendum B, Section 2, shall be Training Squadron EIGHT-SIX (VT-86) designated officers or civilian employees who are appointed by the VT-86 Commanding Officer and have the authority to develop, modify and approve the VT-86 Flight Schedule which contains all VT-86 academic, simulator and flight events.

5.3 Simulator Schedule. VT-86 daily simulator events are scheduled IAW Addendum B, Section 5. Any deviations from this will be agreed to by both parties, and shall be coordinated through the TRAWING SIX GTO. It is in the best interest of all parties for Government to work closely with the CIS Contractor to ensure the most effective and efficient utilization of simulator and CI assets. To affect the most efficient use of these assets, interaction and coordination between the VT-86 Schedules and Operations departments and the CIS contract schedulers will be required. Additionally, unless the CIS Contractor agrees in advance, the CIS Contractor shall only be responsible for providing one simulator schedule per day. If the CIS Contactor agrees to produce advanced simulator schedules, the CIS Contractor shall not be held responsible for deviations beyond their control.

5.4 Proposed Student Training Schedules. The VT-86 Government Scheduling Authority shall provide the CIS Contractor with both a Proposed Weekly Estimate of requirements (Projections) and a daily simulator training schedule as outlined in Addendum B, Section 5.

5.4.1 Proposed weekly Estimate. The proposed weekly estimate of training requirements is to be used for planning purposes and shall be provided by the VT-86 Government Scheduling Authority to the CIS contractor schedules desk NLT 1200 (L) on the second to last Government work day preceding the first day of the period covered by the proposed scheduled week of training.

5.4.2 Daily Simulator Scheduling Process. To begin the daily scheduling process, the VT-86 Government Scheduling Authority shall provide the CIS Contractor the daily simulator training requirements consisting of the number and type of training events required. This shall be provided by the VT-86 Government Scheduling Authority to the CIS Contractor's scheduling desk NLT 1000 (L) the day prior to the scheduled training day. The CIS Contractor's scheduling desk shall then use these requirements to generate a proposed outline of the scheduled training day to include each event type, event time, specific device (OFT by number) and assigned CI. The CIS Contractor shall then return this outline to the VT-86 Government Scheduling Authority NLT 1300 (L). The VT-86 Government Scheduling Authority shall then use these inputs to generate a complete training schedule, including the student name, in TIMS NLT 1500 (L) thereby completing the daily scheduling process.

During this process, the VT-86 Government Scheduling Authority may request changes to the daily training requirements after 1000 (L), NLT 1500 (L), provided such changes fall within the CIS scheduling parameters cited in Addendum B. Additionally, the VT-86 Government Scheduling Authority shall be allowed to make administrative changes to the completed TIMS schedule after 1500 (L) of the working day prior to the training day being scheduled, given that the desired change(s) shall not change the total number of simulator events required for the next day, the start or stop times of the first and last simulator events, the CI Windows of Operations, the qualification requirements of the CI assigned to the event or the training device being utilized. Any CIS requirements exceeding authorized HPD/HPW, thereby resulting in the need for Additional Instruction, shall not be scheduled without prior coordination with, and approval from TRAWING SIX GTO.

5.4.3 Daily 2F205A/T-45C VMTS OFT Scheduled Use. The 2F205A T-45C VMTS OFTs shall be scheduled IAW Section 1.2.3 of this Appendix regardless of the hours of operation for the devices. Any desire to deviate from this by the VT-86 Government Scheduling Authority or the CIS Contractor requires coordination with, and approval from TRAWING SIX GTO.

5.5 Daily Schedule Execution. During the scheduled training day, individual daily scheduled CIS events may be changed by the VT-86 Government Scheduling Authority IAW Addendum B, Section 5.3.2.3, and provided the T-45C VMTS CI asset qualifications required are the same as those that were originally required and scheduled for that training event. Any changes to CIS requirements exceeding authorized HPD/HPW, thereby resulting in the need for Additional Instruction, shall not be executed without prior coordination with, and approval from TRAWING SIX GTO. Refer to Addendum B, Section 5 for additional information.

NOTE: Unplanned events, such as Squadron AOM's, Safety Pauses and Squadron recreational events, that limit the training day, may reduce the number of simulator training events available to the Squadron that day. It is in the Government's best interest to minimize events that limit the SNFO's training day.

Appendix CIS BG

Maritime Command and Control (MC2) Naval Flight Officer Training System (NFOTS) and Instructor Under Training (IUT) at NAS Pensacola, FL using the Multi-Crew Simulator (MCS) device.

1.0 GENERAL.

1.1 Training Site. Appendix CIS BG specifies the requirements for Advanced MC2 Student Naval Flight Officer (SNFO) and Instructor Under Training (IUT) in the MCS device at NAS Pensacola, FL. MC2 NFOTS training will be provided to U.S. military personnel, foreign military personnel, and other government personnel as required. MC2 Instructor Naval Flight Officers (INFOs) may also receive MC2 IUT training as required.

1.2 Training Devices:

1.2.1 2B51 Device. The 2B51 Multi-Crew Simulator (MCS) device provides students and IUTs training in a notional generic multi-crew aircraft. The device trains students in sensor operations modeled after E-2, P-3, P-8, EP-3 and E-6 platforms and will familiarize students with concepts in advanced maritime command and control operations. The MCS device is designed to demonstrate and introduce such tasks as advanced overwater navigation, HF and SATCOM radio communications, Link 16-like data architecture operations, surface search coordination and tracking, radar operations, air intercept tracking and control, electro-optical/infra-red sensor operations, unclassified electronic warfare, basic acoustic operations, complex coordination of battle space techniques, multi-crew operation concepts, and weapons control. The MCS device consists of two (2) training suites, each housing three (3) training stations comprised of a student station, and instructor and observer consoles. The three stations can operate independently or may be linked depending on the given scenario.

1.2.2 Device Table.

Device Number	Device Type	# of Devices	Standard Mission Length	Brief/Debrief Times (hours)	Instructor to student ratio
2B51	MCS	1	1.5 or 3.0	1.0-1.5/1.0	1/1

1.3 Academic Classrooms.

1.3.1 Typical Classroom Instructional Objectives. The objective of classroom academic ground training is to provide the student with sufficient information to enable performance of ground, flight and emergency procedures that are taught or conducted in the follow-on stages of simulator and flight training.

1.3.2 Typical Instructional Classroom Equipment. Classrooms at TRAWING SIX/NAS Pensacola, FL. are located in building 3258, Griffith Hall. Additional classrooms for MC2 are located in the VT-4 squadron spaces, hangar 1853. Each classroom is outfitted with the proper equipment to provide the environment and resources necessary for SNFO and IUT instruction. Classrooms are configured to allow a maximum student capacity of 18 per class. Academic Contract Instructors are assigned classes and classrooms via the VT-4

Academic Schedule; however, these assignments may be changed to accommodate mission requirements.

NOTE: Classrooms are manned by CIS Contract Instructors during scheduled events only.

1.3.3 Typical Classroom Instruction. Academic instruction in classrooms may be presented as either Interactive Electronic Content (IEC), Computer Assisted Instruction (CAI) or Mediated Interactive Lecture (MIL).

The CIS contractor shall provide a qualified dedicated Academic Contract Instructor (CI) for every scheduled academic event where one is required. The CI shall be intimately familiar with the lesson material and content, and be able to provide subject related explanations as requested by the SNFO or IUT. All CIS Contract Instructors shall use the Training Integrated Management System (TIMS) to ensure that students are properly accounted for and that all lessons are recorded properly (complete/incomplete), including the duration of the lesson and that the appropriate grade is assigned, if required.

1.4 Curriculum. The following CNATRA Master Curriculum Guides are required for Advanced MC2 NFOTS and IUT training at TRAWING SIX/NAS Pensacola, FL:

a. 1542.171 series Advanced Maritime Command and Control (MC2) Training System Curriculum
b. 1542.173 series Advanced Maritime Command and Control (MC2) Instructor Under Training (IUT) Curriculum

1.5 CIS Stepladder Hours and Window of Contract Instructor (CI) Operations.

Hourly Stepladder per Week*	Device Availability	Window of CI Operations **
560	0700-2030 M-F	0530-2130 M-F
520	0700-2030 M-F	0530-2130 M-F
480	0700-2030 M-F	0530-2130 M-F
440	0700-2030 M-F	0530-2130 M-F
400	0700-2030 M-F	0600-2130 M-F

*** Hours of instruction per day will be an even distribution of approved HPW to a five-day work week, with up to 15% variation required. For example, if 500 are the instructional hours per week contracted for, the average hours per day would be 100. Given the maximum amount of variation allowed, the contractor may be required to instruct up to 115 hours on a given day (with anything over 115 being Additional Instruction Time(AIT)). Also, a total of 500 hours (plus carryover hours if available, Addendum B 5.6) cannot be exceeded for the week without use of AIT. In the event additional instruction hours are needed in excess of the exercised stepladder, the Government will utilize AIT IAW Addendum B Part 5.8 and Section G of the FTSS IV Basic Contract.**

** Window of CI operations may be adjusted per Addendum B, paragraph 5.4. The window of CI operations may change during the course of the Task Order (TO).

1.6 Stepladder Hours. The VT-4 Government Scheduling Authority shall have an available allotment of weekly/daily instructional stepladder hours as delineated in the table above.

1.7 Government provided contractor administrative spaces in TRAWING SIX, NAS Pensacola, FL, Hangar 1853.

CI Office Space	Room 226 Bldg 1853
CI Office Space	Room 227 Bldg 1853
Site Manger/Alternate Site Manager/Scheduler	Room 229 Bldg 1853

Additionally, Contract Instructor shall have use of the Instructor Lounge located in room 107 of the TRAWING SIX Simulator Facility, building 3480.

2.0 CIS CI QUALIFICATIONS AND CERTIFICATIONS.

2.1 Qualifications. The required MC2 Contract Instructor (CI) pre-employment qualifications are:

a. Be a former or reserve military flight officer.
b. Have logged a minimum of eight hundred (800) flying hours in a P-3, EP-3, P-8, E-2 E-3 or EA-6B aircraft.
c. Possess a bachelor's degree.

It is also desired that a prospective MC2 CI have at least one deployed fleet tour and associated flight experience to provide a reasonable amount of creditability for the CI.

The contractor may request waivers from the Government regarding any of the above qualifications for an individual on a case-by-case basis. The ACO, through coordination with the TW-6 Ground Training Officer (GTO), will decide whether to approve or disapprove such a request.

2.2 Coursework and Examinations. A prospective MC2 CI must successfully complete the applicable CAIs, MILs, NATOPS open and closed book exams, and a boldface Emergency Procedures exam. A prospective MC2 CI must also complete the applicable stage exam, if any, for each course of instruction in which the CI will instruct.

2.3 Standardization Check-Ride. A prospective MC2 CI must successfully pass a simulator Standardization Check-Ride. This 'Stan' check-ride shall be given during an applicable student event. The prospective MC2 CI shall instruct the event and the Stan Check Instructor shall monitor and grade the CI's performance.

2.4 Initial Certification. Upon successful completion of the items in paragraph 2.2 and 2.3, the prospective MCS CI shall be designated a MCs simulator instructor. MC2 Academic CI qualification shall be awarded as outlined in Addendum B, section 4.5.3.2. These qualifications expire on the last day of that month plus one year from date of issue.

2.5 Re-certification. After initial certification, all MC2 simulator and Academic CI's must complete the requirements of paragraph 2.3 and 2.4 annually as detailed in Addendum B, section 4.5.3, Currency of Instruction.

3.0 INITIAL TRAINING.

3.1 Initial Government Provided Training. The Government shall provide training in all applicable areas as necessary. This may include training in the following:

a. Standard Operating Procedures (SOPs)
b. Course Rules
c. NATOPS and Crew Resource Management (CRM)
d. Aircraft Systems
e. Syllabus Standardization
f. Grading Criteria
g. Basic MCS Operating Procedures
h. Flight Instructor Training Course (FITC)

4.0 REQUIREMENTS.

4.1 ADV MC2 Simulator Instructor Requirements. The CIS Contractor shall be responsible for conducting the MCS simulator and IUT MCG events as outlined in the following table:

Maritime Command & Control Device 2B51 / 1542.171					
SIM Events	**Avg. Class Size**	**Duration**	**Events Per Student**	**Frequency**	**Current/ New**
MC2 Fam/Nav C3101-C3104	7	3.5 per event Brief: 1.0 Event: 1.5 Debrief: 1.0	4	Every Two Weeks	Current
MC2 Sensors C3201-C3205	7	3.5 per event Brief: 1.0 Event: 1.5 Debrief: 1.0	5	Every Two Weeks	Current
MC2 Link C3206-C3208	7	3.5 per event Brief: 1.0 Event: 1.5 Debrief: 1.0	3	Every Two Weeks	Current
MC2 Fleet Ops C3301-C3305	7	3.5 per event Brief: 1.0 Event: 1.5 Debrief: 1.0	5	Every Two Weeks	Current
MC2 Fleet Ops Checkride C3490	7	5.5 per event Brief: 1.5 Event: 3.0 Debrief: 1.0	1	Every Two Weeks	Current
MC2 Common Nav N3101-N3104	7	3.5 per event Brief: 1.0 Event: 1.5 Debrief: 1.0	4	Every Two Weeks	Current
MC2 Common Nav Checkride N3290	7	3.5 per event Brief: 1.0 Event: 1.5 Debrief: 1.0	1	Every Two Weeks	Current

4.2 ADV MC2 Academic Instructor Requirements. The CIS contractor shall be responsible for conducting the MCG classroom and associated CI IUT events in the following table:

Maritime Command & Control / 1542.171 series				
Academic Events	Avg. Class Size	Duration	Frequency	Current/ New
MC2 Core	7	120 Hours	Every Two Weeks	Current
MC2 Common Nav	7	29 Hours	Every Two Weeks	Current

4.3 ADV MC2 Exercise Control Simulator Instructor Requirements. The CIS contractor shall be responsible for operating the Exercise Control Simulator at the MCS Instructor Operating Station (IOS) for the following MCG and associated IUT events with the Instructor NFO being the Instructor of Record:

Maritime Command & Control / 1542.171 series					
SIM Events	Avg. Class Size	Duration	Events Per Student	Frequency	Current/ New
MC2 E-2 E3101-E3105	6	1.5 per event	5	Every Two Weeks	Current
MC2 E-2 E3290 Checkride	6	1.5 per event	1	Every Two Weeks	Current
MC2 E-2 E3301-E3310	6	1.5 per event	10	Every Two Weeks	Current
MC2 E-2 E3490 Checkride	6	1.5 per event	1	Every Two Weeks	Current
MC2 MPR P3104, P3107-P3108	6	1.5 per event	3	Every Two Weeks	Current
MC2 MPR P3301-P3302	6	1.5 per event	2	Every Two Weeks	Current
MC2 MPR P3401-P3402	6	3.0 per event	2	Every Two Weeks	Current
MC2 MPR P3590 Checkride	6	3.0 per event	1	Every Two Weeks	Current
Maritime Command & Control / 1542.173 series					
MC2 CORE C3102,C3202, C3204,C3303, C3304	2	1.5 per event	4	Every Four Months	Current
MC2 CORE C3303	2	3.0 per event	1	Every Four Months	Current
MC2 Common NAV N3102	2	1.5 per event	1	Every Four Months	Current
MC2 E-2 E3102-E3103,	1	1.5 per event	5	Every Six Months	Current

E3202, E3207-E3208					
MC2 MPR P3102,P3106, P3202,P3302	2	1.5 per event	4	Every Four Months	Current
MC2 MPR P3402	2	3.0 per event	1	Every Four Months	Current

Note: The Exercise Control Simulator (IOS Operator) CI will not be required to attend the brief or debrief. The CNATRA 1542.171 series MCG will determine the number of E-2, MPR and E-6 Exercise Control Simulator Instructor hours required per week. CNATRA 1542.173 series IUT Common CORE and NAV event CI requirements can be met by any qualified ADV MC2 CIS Simulator Instructor. No additional Exercise Control Simulator CI IOS Operator qualification is required.

4.4 Other duties/responsibilities. See Addendum B, paragraph 4.3.

4.5 Student Training Material. Advanced MC2 Academic Instructor is responsible for ensuring that the content of instruction provided is appropriate to all current and implemented instructional materials and CNATRA Instructions and Notices. All required NFOTS and IUT training materials are available at Book Issue located in Griffith Hall, NAS Pensacola, FL., building 3258. The TRAWING SIX Training and Standardization department shall be responsible for issuing the CIS contractor the latest training materials at the time of their implementation.

4.6 CIS Platform Specific Primary Responsibilities. Refer to Addendum B, Section 4.3.1.

4.7 CIS Platform Specific Additional Support Responsibilities. All of Addendum B, Section 4.3.2.

4.8 CIS Platform Specific Collateral Responsibilities. Refer to Addendum B, Section 4.3.3.

5.0 SCHEDULING.

5.1 Academic Ground School. The TRAWING SIX Academic Ground School for Training Squadron FOUR (VT-4) is scheduled by the VT-4 Government Scheduling Authority in cooperation with the TRAWING SIX Ground Training Officer and is done as part of the weekly/daily scheduling process. Refer to Addendum B, Section 5 for further details.

5.2 Government Scheduling Authority. The Government Scheduling Authority, defined in Addendum B, Section 2 shall be Training Squadron FOUR (VT-4) designated officers or civilian employees who are appointed by the VT-4 Commanding Officer and have the authority to develop, modify and approve the VT-4 Flight Schedule which contains all VT-4 academic and simulator events.

5.3 Simulator Schedule. VT-4 daily simulator events are scheduled IAW Addendum B, Section 5. Any deviations from this will be agreed to by both parties, and shall be coordinated through the TRAWING SIX GTO. It is in the best interest of all parties for Government to work closely with the CIS Contractor to ensure the most effective and efficient utilization of

simulator and CI assets. To affect the most efficient use of these assets, interaction and coordination between the VT-4 Operations and Schedules departments and the CIS Contract schedulers will be required. Additionally, unless the CIS Contractor agrees in advance, the CIS Contractor shall only be responsible for providing one simulator schedule per day. If the CIS Contactor agrees to produce advanced simulator schedules, the CIS Contractor shall not be held responsible for deviations beyond their control.

5.4 Proposed Student Training Schedules. The VT-4 Government Scheduling Authority shall provide the CIS Contractor with both a Proposed Weekly Estimate of requirements (Projections) and a daily simulator training schedule as outlined in Addendum B, Section 5.

5.4.1 Proposed weekly Estimate. The proposed weekly estimate of training requirements are to be used for planning purposes and shall be provided by the VT-4 Government Scheduling Authority to the CIS Contractor schedules desk NLT 1200 (L) on the third to last Government work day preceding the first day of the period covered by the proposed schedule week of training.

5.4.2 Daily Simulator Scheduling Process. To begin the daily scheduling process, the VT-4 Government Scheduling Authority shall provide the CIS Contractor the daily simulator training requirements consisting of the number and type of training events required. This shall be provided by the VT-4 Government Scheduling Authority to the CIS contractor's scheduling desk NLT 1000 (L) the day prior to the scheduled training day. The CIS Contractor's scheduling desk shall then use these requirements to generate a proposed outline of the scheduled training day to include each event type, event time, specific device suite and seat and assigned CI. The CIS Contractor shall then return this outline to the VT-4 Government Scheduling Authority NLT 1300 (L). The VT-4 Government Scheduling Authority shall then use these inputs to generate a complete training schedule, including the student name, in TIMS NLT 1500 (L) thereby completing the scheduling process.

During this process, the VT-4 Government Scheduling Authority may request changes to the daily training requirements after 1000 (L), NLT 1500 (L), provided such changes fall within the CIS scheduling parameters cited in Addendum B. Additionally, the VT-4 Government Scheduling Authority shall be allowed to make administrative changes to the completed TIMS schedule after 1500 (L) of the working day prior to the training day being scheduled given that the desired change(s) shall not change the total number of simulator events required for the next day, the start or stop times of the first and last simulator events, the CI Windows of Operations, the qualification requirements of the CI assigned to the event or the training device being utilized. Any CIS requirements exceeding authorized HPD/HPW, thereby resulting in the need for Additional Instruction, shall not be scheduled without prior coordination with, and approval from, the TRAWING SIX GTO.

5.5 Daily Schedule Execution. During the scheduled training day, individual daily scheduled CIS events may be changed by the VT-4 Government Scheduling Authority IAW Addendum B, Section 5.3.2.3 and provided the MC2 CI asset qualifications required are the same as those that were originally required and scheduled for that training event. Any changes to CIS requirements exceeding authorized HPD/HPW, thereby resulting in the need for Additional Instruction, shall not be executed without prior coordination with, and approval from, the TRAWING SIX GTO. Refer to Addendum B, Section 5 for additional information.

NOTE: Unplanned events, such as Squadron AOM's, Safety Pauses and Squadron recreational events, that limit the training day, may reduce the number of simulator training events available to the Squadron that day. It is in the Government's best interest to minimize events that limit the SNFO's training day.